

"A Community With A Heart!"

City of Maricopa

General Plan 2006

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I. Introduction

Incorporated on October 15, 2003, the City of Maricopa has a rich history of agriculture and transportation. However, agriculture is currently giving way to rapid suburban expansion from the Phoenix metropolitan area as the Maricopa area transitions from a rural city to a suburban and urban community. The economy of the City, traditionally an agricultural center, is diversifying and currently heavily influenced by the residential and retail construction and real estate industries.

This General Plan provides the City with the blueprint for an enhanced economy, orderly growth and support of Maricopa's neighborhoods and desired community character.

Local History

Maricopa has a long and rich history that dates back over 300 years. The first known historical reference to Maricopa is a 1694 journal entry by Father Eusebio Francisco Kino, describing an area that would become Maricopa Wells. He noted an established agricultural community populated by friendly Native Americans who were established traders.

During the Mid-1800s, while still part of Mexico, Maricopa Wells was a dependable source of water along the Gila Trail. It became an important and famous stage stop, offering food, water and care for travelers' animals, along the Butterfield Stage Line that stretched from San Antonio to San Diego.

The 1870s brought the railroad south of the wells. Phoenix was little more than a tiny village on the Salt River but growing political influence led to the building of a spur line from Maricopa to Phoenix. Maricopa became an important junction for two railroads, the Southern Pacific Railroad and the Maricopa & Phoenix Railroad (M&P), in July of 1887. Daily, hundreds of people could be seen waiting at the Maricopa Railroad Station, or one of the two hotels that paralleled the tracks, to board east-west trains or those heading for Tempe and Phoenix. Unfortunately, the M&P suffered difficulties from the beginning. Floods frequently washed out the line causing the trains to be a day to a week late. Eventually, a new railroad line was built from Picacho through Coolidge, Chandler, Mesa, Tempe and into Phoenix. Southern Pacific closed the M&P completely in 1935, and tore up the tracks that ran from Maricopa to Phoenix a few years later. Today's Maricopa Road (also known as State Route 347 and the John Wayne Parkway) lies over the top of the old rail bed.

Maricopa settled into a slower pace as rail traffic north was halted in 1935. Agricultural production had been consistent through time in Maricopa, creating a healthy farm economy. Maricopa has been one of the most productive farm communities in the state. Cotton, grains, fruit, vegetables, and beef thrive in this arid desert. Cotton was king during the 1950-60s. The streets were alive with cotton pickers from the Midwest and Mexico. In the 1970-80s hundreds of acres of farmland were sold to developers who subdivided it into 3 1/3 acre mini-farms which attracted large numbers of residents from all walks of life and occupations, bringing with them a dream for a better life and a desire to raise their children in the country.

Today, the community has grown to over 15,000 residents and most are employed in non-farming industries such as Harrah's Ak-Chin Casino or commute to their places of employment in nearby Casa Grande or Phoenix. The City is dominated by construction activity as hundreds of new homes are

completed every month. In terms of actual numbers of new homes and residents, Maricopa has become the fastest growing city in Arizona.

This Introduction Section contains guidance for using the General Plan document, a Citywide planning vision, basic assumptions for organizing Maricopa's planning principles, and directions for administering the General Plan.

A. Preface

The Maricopa General Plan, the City's first General Plan, represents a statement of what the public expects their City to become. It is driven by citizen input, conforming to the letter and spirit of "Growing Smarter Plus" legislation established by the State of Arizona to guide municipal planning and growth management. The Maricopa General Plan includes five elements: Land Use, Circulation, Economic Development, Parks, Recreation and Open Space and Public Services and Facilities.

Planning Area. The Maricopa Planning Area expands the geographic base of Maricopa's influence well beyond the present City limits. Coordination with Pinal County, State and Federal governments and private landowners is a fundamental premise of the compatible, thoughtful development desired to provide for orderly growth and adequate provision of essential infrastructure and services. The Maricopa Planning Area includes approximately 270 square miles of western Pinal County ranging from the Gila River Indian Community on the north, the City of Casa Grande Planning Area on the east, Interstate 8 to the south and the Pinal/Maricopa county line on the west. Through wise use of municipal resources, the City hopes to exert a positive influence on growth and development issues under Pinal County's jurisdiction. A strong, cooperative relationship between the City and the County is crucial in implementing necessary growth management practices while facilitating healthy economic growth in western Pinal County.

Figure 1—Regional Context

B. How to Use This Plan

The Maricopa General Plan is a *general*, long-range, comprehensive expression of the future vision of the City. The Plan provides specific focus through the creation of an overall vision and the identification of goals, objectives and recommendations to guide public and private decisions related to growth and development of the City of Maricopa and in the Maricopa Planning Area. The General Plan provides guidance to citizens regarding the physical development of the community, while giving property owners and developers a clear indication of policy directions effecting physical development. The Plan is a guide to City management, City departments, the Planning and Zoning Commission and City Council with specific regard to the City's future *Capital Improvement Program* and the annual City budget.

The City of Maricopa General Plan is divided into three sections, these are:

Section I: Introduction including:

- A. Preface
- B. How to Use This Plan
- C. Maricopa's Vision
- D. General Plan Purpose
- E. Planning Assumptions and Principles
- F. Plan Administration
- G. Statutory Plan Requirements

Section II: General Plan Elements including:

- A. Land Use
- B. Circulation
- C. Economic Development
- D. Parks, Recreation and Open Space
- E. Public Services and Facilities

Section III: General Plan Implementation highlights policy coordination with the City's strategic plan, specific General Plan monitoring actions, and provides guidelines for land use decision-making:

- A. Strategic Plan Coordination
- B. Plan Monitoring
- C. Land Use Decision Criteria

The General Plan is intended to provide a framework for all of the interrelated functions of the City of Maricopa. To define the General Plan we can say:

The General Plan *is*:

- *an expression of the preferences of residents and property owners*
- *a statement of City policy*
- *a framework for future decision making*
- *a means of enhancing the quality of life of the citizens*

- a legal requirement under Arizona State Law

The General Plan **is not:**

- a tool to promote special interests
- a rigid, unchanging or inflexible document
- a detailed policy or ordinances for specific properties or areas
- a Capital Improvement Plan
- a zoning map

The Maricopa General Plan is intended as a guide. It summarizes the purpose of the Plan, the vision for future Maricopa and the five General Plan Elements. All Elements are interrelated and intended to be considered collectively in public and private decision-making. Users are strongly urged not to rely on select, excerpted statements; but, rather, are encouraged to consider all the subject matter of the **Maricopa General Plan** as a whole.

Maricopa welcomes users of **The Maricopa General Plan**, and our City staff stands ready to assist in any way possible. Inquiries regarding the **General Plan** should be made to the City of Maricopa, 44624 West Garvey Road, Maricopa, Arizona 85239, phone (520) 568-9098.

C. Maricopa's Vision

Citizens of Maricopa have awareness that their community is growing very quickly, public services and facilities are working to keep up and commercial retail development is lagging behind the development of new neighborhoods. Understanding growth is a regional reality; the public wants to be sure that the future Maricopa is better, not just bigger. Retaining small City attributes of friendliness, respect for community heritage, family-oriented, safe neighborhoods and traditional civic events are important to most residents. Planning vision comes from thoughtful, enthusiastic public participation. The following Vision statement uses the concepts and words of citizens to define the broad mission that will benefit all.

D. General Plan Purpose

Our Vision for the Year 2025:

The City of Maricopa is known as “a community with a heart” and a conscience for taking care of its people, its land, and all our resources. Maricopa offers educational excellence; is family-oriented with safe neighborhoods and many recreational and cultural opportunities. A strong business community is anchored by a diverse employment base that provides a balance between housing and jobs. Our City has a unique, small-town feel, reflective of its agricultural roots and western heritage.

The primary purpose of the 2005 City of Maricopa General Plan is to provide a tool for the community to guide and coordinate development efforts over the coming 20-year period. The General Plan also fully responds to Arizona's Growing Smarter/Plus requirements.

Citizens of Maricopa and the surrounding areas, expressing concerns over the rapid growth spilling over from the Phoenix metropolitan area, actively participated in the planning process. They assisted in the development of a plan that embraces their vision of an economically prosperous, family-oriented community with supporting services.

In its adopted form, this comprehensive planning document, the **Maricopa General Plan**, shall serve as a general guide for the City Council, the Planning and Zoning Commission and City staff, as well as public and private interests regarding development and growth in and around the City of Maricopa.

E. Planning Assumptions and Principles

The General Plan includes many recommendations and analyses of current and future conditions. There are a few fundamental understandings, planning assumptions, which assist in organizing Maricopa's General Plan principles. City development policies coincide with these basic directions.

Assumptions:

- The City's growth rate will continue to be extremely high, reaching a population of approximately 190,000 by the year 2020. Citizens of Maricopa expect a "high rate of growth" as expressed during the review of development alternatives at a General Plan public workshop. Modeled on recent, local growth rates – the "high" growth increment is a highly supportable assumption. Maricopa's projected population for the Planning Area is 350,000 with nearly 200,000 inside the city limits.
- Agriculture and construction may not be sustainable as the principal economic activities of the community. Community energy is focused on construction, infrastructure development, and economic diversification as the area is transforming from farms and cattle operations to suburban and urban development.
- Adopted plans – the Maricopa Small Area Transportation Study, the Pinal County Comprehensive Plan, North Santa Cruz Wash Regional Flood Study, Development Impact Fee Study and the pending Capital Improvement Plan and Strategic Plan – are considered current and function in support of the General Plan. These adopted "Plans" serve to implement the General Plan, are meant to be consistent and provide supporting policy and direction.
- Traffic will increase on John Wayne Parkway along with safety and access concerns. As Maricopa continues to grow along with Pinal and Maricopa Counties, average daily traffic on John Wayne Parkway in Maricopa will dramatically increase.

- Neighborhoods and a strong sense of community are a foundation of the General Plan. Neighborhoods in Maricopa constitute the framework for practicing citizenship. General Plan strategies keep neighborhoods in mind. Neighborhood groups have roles in Plan monitoring and performance measurement. They are looked to for acceptable standards of security, convenience, appearance and amenity at the grassroots level.
- Economic development should emphasize job creation, business retention and expansion, and municipal revenue generation. The City plans to attract more jobs and businesses. Helping local businesses grow is important. New firms that contribute higher-wage occupations are, also, specifically targeted.
- Development proposals are expected to coordinate with and participate in costs of infrastructure and services. A fair-share approach is preferred with new development expected to construct or fund the infrastructure, including major off-site participation, needed to support its residents.
- Old Town revitalization helps project Maricopa's positive image. Old Town revitalization is an opportunity to capitalize on Maricopa's rich history through developing the themes and images that make Maricopa unique. The Old Town themes can then serve as design keys in establishing overall guidelines for the larger city. Old Town should be a point of pride for City residents.
- Annexation: Maricopa's corporate limits area are expected to expand through thoughtful and strategic annexation of unincorporated county areas to the south and east.

There will be explosive population growth in the municipal planning area, an estimated 18,000 residents in the city limits by the end of 2005, and approximately 350,000 in the planning area by 2025. The majority of the increment is projected to occur inside the current City limits. Nearly 125,000 dwelling units could be constructed to accommodate population growth. Job forecasts add employment of 180,000 over the next 20 years. Commercial development, too, projects phenomenal increases — more than 12 million square feet of gross leasable area with the greatest concentrations expected along John Wayne Highway, the Maricopa-Casa Grande Highway and SR 238.

Based on these assumptions, principles were developed to guide planning policy toward Maricopa's desired vision.

Principles:

Maricopa's comprehensive planning approach establishes basic principles that assist in translating Assumptions and Element Goals into progressive community action.

- *Actively recruit and facilitate the location of good-paying jobs in the City of Maricopa*
- *Seek land use balance and a diverse economic base benefiting all citizens*
- *Require new development to pay its "fair-share" for infrastructure and City services*
- *Partner with Pinal County, Gila River and Ak-Chin Indian Communities and ADOT to seek regional solutions to needed transportation improvements*
- *Join with Pinal County and the City of Casa Grande to guide compatible land use patterns, appropriate residential, commercial and industrial development*
- *Practice sound resource management that protects the natural beauty of the land, air and water in Maricopa*

F. Plan Administration

The purpose of this section is to provide administrative direction, criteria and procedures for compliance with State Statutes, including Growing Smarter/Plus legislation, and a template for local zoning ordinance consistency. Further direction is provided for the General Plan amendment process in the Maricopa Zoning Ordinance.

1. General Plan Adoption

In accordance with Arizona Revised Statutes (9-461.06-J), the **Maricopa General Plan** is effective for up to ten years. The General Plan can be updated or readopted at any time at the discretion of the City; however it must be updated or readopted within ten years from the date of adoption. As conditions change, including demographic shifts or the emergence of new economic trends, the General Plan will require a comprehensive update.

The **Maricopa General Plan** is adopted by a two-thirds majority vote of the City Council and ultimately ratified by the voters of the City of Maricopa at a general or special election in accordance with Arizona statutory requirements. At a minimum every ten years, a new General Plan or the currently effective General Plan shall be submitted for adoption or re-adoption. Major amendments to the General Plan must also be approved by a two-thirds majority vote of the City Council as further detailed in the following Major Amendment subsection.

The process of General Plan adoption entails four key steps. The Plan is provided to outside agencies including Pinal County, the Central Arizona Association of

Governments (CAAG), and the State Department of Commerce for a review period of at least 60 days. The Maricopa Planning and Zoning Commission reviews the General Plan at a public hearing. Third, the Maricopa City Council also holds a public hearing for final public comment. Upon City Council approval, the General Plan is then ratified by the voters of the City of Maricopa.

2. Relationship to Other Plans

Adopted interrelated plans are incorporated by reference into the General Plan and include such documents as Maricopa Small Area Transportation Study, the City's Development Impact Fee Study and the Capital Improvement Plan (CIP).

The General Plan provides comprehensive direction across five Plan Elements. Future, detailed functional "Plans" will serve to implement the General Plan, are meant to be consistent and provide refinements for individual functions, disciplines or geographic areas of the Maricopa planning area.

All adopted Plans are intended to integrate with the General Plan. Where greater detail and direction is provided in these Plans, such directions shall prevail and will be followed.

3. General Plan Amendments

Frequent changes to the adopted General Plan are both ill-advised and, statutorily restricted. The General Plan was prepared with public input and analysis of existing conditions and community needs. Permitting multiple, uncoordinated alterations undermines the community's investment in the planning process and is counter-productive to achieving the long term, agreed upon vision for Maricopa.

There are two types of General Plan Amendment, Major and Minor. A Major Amendment is a revision to the **Maricopa General Plan** text or Land Use Map that has far-reaching consequences on the use of land areas, demand on available infrastructure and/or substantially alters or is inconsistent with specified residential density or development intensity. A Minor Amendment is any other revision to the General Plan map or text that does not meet the criteria for Major Amendment that are explained below.

Major General Plan Amendment

General Plan Major Amendments are governed by Arizona Statutes, ARS 9-461.06, D and G. The statutes allow Major Amendments to the General Plan once per year. The Planning and Zoning Commission shall hold a public hearing on the Major Amendment(s). A two-thirds vote by the City Council is required to approve a Major Amendment. Furthermore, the statute defines a General Plan Major Amendment as a

substantial alteration of the municipality's land use mixture or balance as established in the municipality's General Plan land use element.

Planning Statutes require municipalities to define the criteria to be used in determining if a proposed plan amendment effects a substantial alteration of the municipality's land use mixture or balance as established by the adopted General Plan.

Major Plan Amendments may be proposed to the **Future Land Use Map** and **text** of the General Plan.

a. Major Map Amendment

The determination, if a map amendment is a General Plan Major Map Amendment, are by two criteria. The criteria include *land use* and *infrastructure*.

Land Use Criteria

A Major Amendment to the **Maricopa General Plan** is any proposal that would result in a change of such significance as to impact substantial portions of the entire City and/or its Planning Area. The criteria for determining whether or not a prospective development that differs from the adopted General Plan text and map will require a Major Amendment are based upon the relative size, in land area, and extent of change proposed, in terms of development intensity (e.g., dwelling density), as well as its relationship with surrounding land uses and its impact upon public infrastructure. Criteria for determining a Major Amendment to the Maricopa General Plan include:

The following changes in land use designations within the city limits on the Future Land Use Plan require a major amendment to the City's General Plan:

Table 1—Major Plan Amendment Land Use Criteria within City Limits

Current Designation	Proposed Designation	Acres to Trigger a Major Amendment
Residential (Rural, LDR, MDR, HDR, MPC)	Employment, Light Industrial, R&D	160
Residential (Rural, LDR, MDR, HDR, MPC)	Commercial	80
Residential (Rural, LDR, MDR, MPC)	More intense Residential Category (example: MDR to HDR)	80
Employment, Light Industrial, Research and Development	Residential (LDR, MDR, HDR, MPC), Commercial	40
Mixed Use	Any	40
Commercial	Any Residential	40
Agriculture	Residential (MDR, HDR, MPC)	80
Agriculture	Commercial, Employment	40
Open Space	Any	20

*Please reference Table 6 on page 26 for definition of terms.

This table represents the land use criteria for determining a major amendment for areas inside the city limits and is separate from the infrastructure criteria. If the above thresholds are not exceeded, the amendment to the General Plan is considered Minor and will be processed in accordance with the City's procedures for a Minor Amendment. Any aggregate change (total of all requested changes) of 160 acres or more will require a major amendment.

The City has only an advisory role to Pinal County regarding planning and zoning decisions in the unincorporated portions of the planning area. Table 2 lists the Major Amendment criteria for areas outside the city limits and is intended to provide city staff with guidance for input to Pinal County when reviewing land use changes.

Table 2—Major Plan Amendment Criteria Outside City Limits

Current Designation	Proposed Designation	Acres to Trigger a Major Amendment
Residential (Rural, LDR, MDR, HDR, MPC)	Employment, Light Industrial	640
Residential (Rural, LDR, MDR, HDR, MPC)	Commercial	160
Employment	Residential (LDR, MDR, HDR, MPC), Commercial	160
Commercial	Residential	80
Agriculture	Any	640
Open Space	Any	40

*Please reference Table 6 on page 26 for definition of terms.

Infrastructure Criteria

Infrastructure is expanding at a record pace to keep up with residential development. Land use changes and amendments to the General Plan can have a range of impacts on public infrastructure. A General Plan amendment and rezoning request that would place significant cost burdens on regional, municipal or private utility systems may be considered a Major Amendment. That is, where available capacities or funded capital investments for expansion (such as roads, bridges and overpasses) are insufficient to support the proposed development, the applicant would be required to pay for necessary improvements. A Major Amendment would be called for if infrastructure needs are not demonstrated to be covered.

A Major Map Amendment will be required when infrastructure demands are not offset by private investment or extensions to public systems. This applies in cases where the proposed amendment does not meet the minimum acreage criteria in Table 1 to trigger a Major Amendment, and the proposed amendment does not offset infrastructure demands as determined by the Planning Director or their designee.

General Plan Major Map Amendment Process

The City of Maricopa, in accordance with Arizona State Statutes, will consider General Plan Major Map Amendments at a single public hearing during the calendar year the proposal is made.

Application for a General Plan Major Map Amendment will be in accordance with City policies and procedures. The City will provide the necessary forms and information and will process the amendment request.

Public participation is critical to the processing of a Major Map Amendment. A Public Participation Program, similar to the one applied to the General Plan process, will be followed to achieve a high level of citizen participation.

The following is the basic process for a General Plan Major Map Amendment:

- Applicants will attend a pre-application meeting prior to submitting an application.
- Applications will be accepted from February 1 to June 30 for processing within that calendar year.
- At least sixty days before the Major Map Amendment is noticed for Planning and Zoning Commission Public Hearing the City will transmit the proposal to the Planning and Zoning Commission and City Council and submit a copy, for review and further comment, to Pinal County Planning and Development Department, Central Arizona Association of

Governments, Department of Commerce, Arizona Department of Water Resources (if a Water Resources Element is included) and anyone who requests it.

- All Major Map Amendments require a Planning and Zoning Commission public hearing prior to the City Council public hearing.
- City Council public hearings to consider Major Plan Map Amendments will occur between October 1 and December 31 within the calendar year the application was submitted.
- State statutes require a two-thirds majority vote by City Council to approve a Major Map Amendment.

b. Minor Map Amendment

General Plan Minor Map Amendments may be processed independently or concurrently with applications for rezoning subject to City policies and procedures. Minor Map Amendments are all General Plan map amendments not deemed as major using the land use and infrastructure criteria described above.

c. Text Amendment

Revisions to the General Plan text that help to clarify and implement the General Plan are a General Plan Minor Text amendment. However, any text amendment that would change the dwelling unit density or intensity of any Land Use Category would be a Major Text Amendment. The General Plan Major Text Amendment would be required to follow the same process as a General Plan Major Map Amendment. General Plan Minor Text Amendments will follow the policies and procedures as set forth by the City.

4. Annual General Plan Report

The Maricopa Planning Director is responsible for compiling an annual report monitoring the status of the General Plan. Included in the report should be an assessment of the validity of the goals and objectives and a progress statement on their incremental achievement. Problem areas or suggested updates should be detailed. The timing of the Annual Report shall be established by departmental policy.

The Planning and Zoning Commission actively participates in the review of the General Plan. (See: Chapter III - Implementation) The Commission should provide recommendations to City staff and officials on suggested Plan refinements. Upon Commission review of the annual report, it should be forwarded to the City Council.

5. Plan Updates

In accordance with Arizona Statutes, ARS 9-461.06-J, the **Maricopa General Plan** is effective for up to ten years upon its adoption. The Plan can be re-adopted and/or updated at any time at the discretion of the City. As conditions change and new data is made available including demographic, economic and housing data, the plan may require a comprehensive update.

G. Statutory Plan Requirements

The **City of Maricopa General Plan** has been prepared according to Arizona Growing Smarter and Growing Smarter Plus statutory requirements. Arizona Revised Statutes require cities with an annual growth rate in excess of two percent to submit their General Plans to City voters for ratification.

The Maricopa General Plan contains the requisite two elements needed to satisfy the Growing Smarter/Plus requirements. The required elements are: **Land Use** and **Circulation**. The City of Maricopa has also prepared **Economic Development, Parks, Recreation and Open Space** and **Public Services and Facilities** Elements, above and beyond minimum Growing Smarter/Plus requirements. All required Plan Elements respond to Planning Statute specifications including:

Land Use. The element designates the proposed general distribution, location, and intensity of residential, commercial, recreational, industrial, municipal and open space uses. The Element supports redevelopment in underutilized areas.

Circulation. The element identifies the conditions and location of existing and proposed arterial routes, collector streets and other street classifications. The element details multi-modal options serving the City. Pedestrian circulation facilities are also proposed and discussed. The Circulation Element supports the proposed land use pattern outlined in the Land Use Element of the plan.

Economic Development. This element provides a framework for promoting the City's economic and fiscal health. The Economic Development Element addresses areas of opportunity and identifies strategic targets.

Parks, Recreation and Open Space. This element addresses open space, recreation needs and development of a city parks and trails system. It forecasts needs for parks and open space and identifies community benchmarks for open spaces and parks.

Public Services and Facilities. This element details the current status of public and private infrastructure and provides planning strategies including funding options for needed capacity expansions. Plans for police and fire service, drainage and utilities are discussed. The Element specifies the intent and ability of the City to ensure that new development pays its fair share of costs of new public services and facilities.

II. General Plan Elements

Plan Elements are the subject matter components that provide a logical, comprehensive structure for planning local jurisdictions. In Arizona, small municipalities like Maricopa are required to address two topical areas: Land Use and Circulation. The City of Maricopa has chosen to address three additional Elements, including Economic Development, Parks and Open Space and Public Services and Facilities that are beyond the State's requirements. All Elements are considered to be interrelated parts of the whole Maricopa planning framework.

A. Land Use Element

The purpose of the Land Use Element is to guide development and re-development in an orderly manner and balance growth with preservation of the community's assets. The General Plan designates the location and extent of private (residential, commercial, industrial) and public (education, recreation, open space) land together with the density and intensity for land



use categories. The aim is to foster growth in the Maricopa economy with livable neighborhoods that are accessible to good jobs, shopping and recreation.

Planning considerations include managing extremely rapid residential growth, striving for economic development, and influencing thoughtful land use

decisions in the City and beyond, in the Maricopa Planning Area. Based on a series of public meetings, most participating citizens favor a high growth rate. They believe in a balanced community with educational excellence, safe neighborhoods, and a strong business community.

Table 3 summarizes growth assumptions derived from preferences expressed by public workshop participants. These assumptions keep with planning policies supporting managed residential, employment and commercial growth. The Plan's 20-year projections are based on the continuance of current growth patterns which are driven by the housing market in Pinal County and Maricopa, reasonable access by John Wayne Parkway, land availability, and other factors. Population projections utilize 2.8 persons per dwelling unit and sustained rapid growth to reach Year 2025 anticipated population of 350,000 for the Maricopa Planning Area.

Table 3—2025 Growth Assumption*

	2005 Estimate	June 2025 Increment	Growth 2025 Total
Population	14,000	336,000	350,000
Dwelling Units	5,000	125,000	130,000
Employment	2,400	187,000	189,400
Commercial (sq. ft.)	300,000	12,250,000	12,350,000

*Figures provided by the City of Maricopa Planning Department.

1. Current Conditions

Maricopa remains an, agricultural service center that includes the USDA/University of Arizona Research Center while supporting new, rapidly expanding residential developments. As one of Arizona’s newest cities, Maricopa has had little planning from which to benefit. The Pinal County Comprehensive Plan does not provide specific planning direction for the Maricopa area. Additionally, Maricopa is located adjacent to two Native American Communities: Gila River Indian Community and Ak-Chin Indian Community, creating opportunities for partnerships and the need to address land use compatibilities, transportation and other issues.

General Development Patterns

Residential development has been booming in the Maricopa area since 2000. Current land use patterns reflect a rapidly expanding suburban community with an established, small service core of businesses and industries. Along the Maricopa-Casa Grande Highway/Union Pacific Railroad corridor, existing, long-established cattle feed lots are a significant reminder of Maricopa’s agricultural heritage. Currently, increased land values are beginning to spur the relocation of cattle operations to other areas.

While much of the recent new residential development within the City has emerged in east of John Wayne Parkway, significant development is also occurring west of John Wayne Parkway and south of the Union Pacific Railroad.

The Union Pacific mainline creates a distinctive ‘edge’ in the southern part of the city. Connecting both sides of the railroad is currently and will continue to be a challenge for the community. The City of Maricopa street pattern is dominated by John Wayne Parkway, a north-south spine, bisecting the planning area. The Maricopa-Casa Grande Highway and SR 238 also form important corridors in the community. Finally, SR 84 and Interstate 8 are important east-west arteries in the extreme southern portion of the planning area.

The Vekol Wash is the only major watercourse with significant riparian areas remaining. As historically an agricultural area most storm runoff, including the Santa Rosa and Santa Cruz Washes, is conveyed in constructed channels.

Public facilities and services are generally working to respond to sharp increases in demand fueled by rapid growth. Residential areas are almost exclusively single-family, detached homes. Duplex, common wall or multi-family dwellings along with large lot single-family dwellings are presumed to be included in future development as the local housing market increases in size and complexity.

Existing Land Use Allocation

Table 4 illustrates the composition of Maricopa's use of land. The data shows the allocation of land use in August 2005, which reflects the predominantly agricultural character (51%) with conversion to residential uses gaining at 25 percent of all lands. Service-based land uses and commercial uses are lagging behind residential construction, a normal situation as the Maricopa 'retail market' matures. The table includes public/institutional land uses (less than one percent), which consist of schools and public facilities. Industrial uses represent 9.1 percent, with the Volkswagen Test Track comprising most of the industrial category. Commercial sites are limited (about one percent) and are primarily focused along the John Wayne Parkway corridor in the Old Town area and at the Smith-Enke and SR 238 intersection.

Table 4—Land Use Composition*

Type	Existing Use%	Acres
Agriculture	51.4	9,600
Rural & Low Residential	4.2	780
Medium Residential	21.0	3,930
Commercial	0.9	160
Industrial	9.1	1,710
Public/Institution	0.8	130
Vacant / Open Areas	12.6	2,350
Total	100%	18,660

*Data from August 2005, City of Maricopa Planning Department.

Land is available for future use in the City. In the Old Town area, under-developed properties and property maintenance present significant challenges. Maintenance and revitalization are future keys. In general, developable land is located in the southern portions of the City and the planning area. The highly developable nature of the planning area has created a significant amount of interest in the Maricopa and Stanfield areas. Substantial acreages along the western edge of the planning area are vacant, federally managed lands.

2. Growth Accommodation

One of the primary functions of planning is to understand and accommodate various types of land use activities. Land use activities need to be properly situated to ensure the health, safety, adequate public facilities, aesthetics, protection of property values and overall quality of life in the community.

As growth continues, land absorption will be guided in a manner consistent with General Plan Goals. Although residential development will remain the largest user of land, the Future Land Use map is intended to reflect the established development pattern of Maricopa along with recently approved new development. The Future Land Use Map translates the Goals and Objectives of the Land Use Element, along with other key Elements (Economic Development and Circulation) into a desired, balanced future community. Key features in the community, including a future City Hall complex, parts of the Old Town area and the Maricopa Plaza Rail Station/California Zephyr passenger rail car are identified for development/redevelopment, preservation, or enhancement, as appropriate.

City Growth. Locally referred to as ‘hyper growth,’ projections for Maricopa are staggering. The City’s year 2005 population reached nearly 18,000, a tripling from 2004. Table 5 reflects population projections based on a continuation of existing growth rates for five years, and a moderation in growth over the following ten years, along with modest annexation of developable properties. Projections will be refined on an annual basis as infrastructure capacity and market demand continue to influence build-out rates.

Table 5—City Population Projection *

Year	Population
2004	4,998
2005	18,000
2010	106,000
2015	148,000
2020	190,000

*Figures provided by the City of Maricopa Planning Department.

Maricopa is expected to be home to over 100,000 people in the year 2010. Buildout population of the current City limits is difficult to project as specific areas remain unplanned; however, most estimates place the figure between 140,000 and 200,000. The growth of the community from its year 2004 population of about 5,000 to 20,000 in 2005; to over 100,000 in the next five years will be extremely dramatic.

Land Use Patterns. The types and densities of future land uses build on the existing patterns and reflect the community’s desire to emphasize housing diversity, employment and service sectors along with expected residential growth. Master planned

growth, in the form of balanced residential and employment opportunities, is preferred. The emphasis on job creation, enhanced retail, and diversity is a reflection of the public participation aspect of the Maricopa General Plan.

Employment land uses are focused primarily along the Maricopa-Casa Grande Highway/Union Pacific corridor, the SR 238 corridor, the Phoenix Regional Airport area, and at several nodes in the southern portions of the planning area. Two large tracts designated as employment represent the Volkswagen and Nissan test facilities, currently are relatively low intensity land uses.

Primary residential growth areas are located to the east and south of the Old Town area, but also include areas west of John Wayne Parkway. Particular importance as identified through public input, is directed towards the Old Town area where incentives for investment such as regulatory flexibility, can act to support Mixed Use development and maintenance of desired character.

The Maricopa planning area is approximately 270 square miles or 172,000 acres. Based on a year 2025 population assumption of 350,000 in the planning area, demands for future land uses (in acres) will likely include: Residential- 97,000; Commercial- 3,054; and Industrial- 6,931. These figures are general guides relating the use of land based on existing and projected intensities of development. Buildout capacity of the planning area far exceeds the projected population of 350,000. Additional planning by Pinal County and the City of Maricopa will serve to better define ultimate land use and development patterns.

The Future Land Use map designates land use for the entire City planning area, consistent with statutory requirements.

3. Land Use Legend

The land uses shown on the General Plan Future Land Use map are grouped into eleven generalized land use categories. The following categories describe the Land Use designations used in the City's General Plan. These designations do not represent zoning districts; however, they correspond with the zoning districts found in the City of Maricopa Zoning Code.

AG – Agriculture

Purpose: The **Agriculture** category recognizes farming and other agriculture as one of the principle land uses in the planning area. Agricultural uses have impacts to immediately adjacent properties making lower intensity land uses such as large lot, single-story residential appropriate transitions adjacent to agriculture. The density range of this category, in accordance with statutory requirements, is up to 1 residence per acre; however, the continuation of lower densities as required by existing zoning is supported.

R – Rural

Purpose: The **Rural** category promotes the continuation of the rural character that is common across much of the planning area. Rural areas may include farming and small scale livestock operations along with low density residential uses. Several rural enclaves exist in the planning including Hidden Valley and Thunderbird Farms. The density range of this category is less than 1.0 dwelling unit per acre.

L - Low Density Residential

Purpose: The **Low Density Residential** designation accommodates semi-rural large lot development with generous distances to streets and between residential dwelling units and a viable semi-rural character setting. Limited livestock privileges may be a part of this character for areas where lot sizes are a minimum of one acre. Areas in this category are generally larger lots with accessory structures that may be used for animals. The maximum density for this land use category is 2.0 dwelling units per acre (du/ac).

M - Medium Density Residential

Purpose: The **Medium Density Residential** category provides for a suburban lifestyle with planned, single-family residential neighborhoods, which include significant open space, recreation and cultural opportunities, including schools, churches and neighborhood facilities. Medium density residential developments are expected to contribute to off-site infrastructure needs for which they create a demand including roadways, bridges and grade separated crossings. Medium density residential areas comprise the majority of residential land in the City. The density of this land use category is between 2.0 to 6.0 du/ac.

H – High Density Residential

Purpose: The **High Density Residential** designation provides for multi-family dwellings that may be multi-story buildings. This category would provide for townhouses, condominiums and apartments. Substantial common open space, recreational amenities and on-site support facilities would serve residents. Such high density uses may be appropriate in the Mixed Use category. The density range of this land use category is 6.0 or more dwelling units per acre.

MU – Mixed Use

Purpose: The **Mixed Use** designation is intended to foster creative design for developments that desire to combine commercial, office and residential components. Single use projects are discouraged in the MU designation. Subject to zoning code modernization, proposed MU projects should provide a true combination of uses that inter-relate in design and function. Higher density residential products (such as apartments and condominiums), 6.0 or more dwellings per acre, are expected in Mixed Use projects.

MPC – Master Planned Community

Purpose: The **Master Planned Community** designation provides for large-scale (160 acres or more) master planned developments that include a true variety of residential products, including larger lots and smaller, attached housing, along with supporting commercial and employment land uses. Residential areas are to include adequate open space, schools, churches and neighborhood facilities. Overlay zoning in combination with comprehensive site planning provide for supporting infrastructure. MPC developments are expected to provide off-site infrastructure enhancements as necessary to offset development impacts including needed roadway, bridge and overpass capacity. Single-family densities should be 3.0 to 5.0 dwellings per acre. Overall densities for all residential dwellings in MPCs can range from 3.0 to 10.0 dwelling units per acre.

C - Commercial

Purpose: The **Commercial** land use category provides for commercial nodes on individual parcels. The intent is to provide neighborhood and community scale shopping, offices, medical facilities, and subordinate multi-family residential uses which incorporate pedestrian and neighborhood needs through site planning, architecture, access, lighting and parking design. Single-family residential uses are not supported. For larger parcels, over 40 acres, regional retail development is anticipated in this designation.

L – Light Industrial

Purpose: The **Light Industrial** category designation is intended to provide areas for the development and perpetuation of light industrial activity involving light manufacturing, assembling, warehousing, and wholesale activities and the associated office space and support uses. Areas designated for **Light Industrial** have adequate transportation and infrastructure access with an emphasis on minimal conflict with existing adjacent land uses.

R&D – Research and Development

Purpose: The **Research and Development** category is intended to accommodate a variety of employment and educational uses. Technology centers or campuses that include training, education, testing and secondary manufacturing are encouraged. Research and product development laboratories and related facilities are supported in creating a working and learning center for the community.

E – Employment

Purpose: The **Employment** land use category is a broad designation intended to accommodate numerous types of development including office, industrial and commercial, allowing for varying scale and intensity of land uses. While industrial, warehousing, manufacturing, processing and non-retail commercial activity are expected, retail and wholesale activity are in no way prohibited from locating in the Employment designation. Preferred uses include lighter industrial use such as light manufacturing and business park development, also professional offices, including

medical facilities, clinics and associated office support services. Residential uses are not intended in this designation.

Employment sites are to be integrated, through design and siting, with adjacent residential or other activities. Typical developments have their own driveways, parking areas, identification signs and landscaping. Developments with more than one building share a common architectural theme, as well a landscape theme, identification signs, parking and driveways.

P – Public/ Institutional

Purpose: The **Public and Institutional** category provides for public or institutional uses such as school campuses and their attendant open spaces (playgrounds, ball fields, hard courts, etc.), hospitals, churches, water treatment facilities, landfill sites, public library facilities, City offices, public cemeteries, infrastructure and utility sites.

O/S – Parks / Open Space

Purpose: The **Parks and Open-Space** category designation identifies open-space sites and corridors intended for public recreation and resource conservation. The General Plan Future Land Use map does not locate individual neighborhood park sites. The General Plan recognizes the need for parks, recreational areas and open areas, which add to the attractiveness of the community and to the quality of life of the residents. The need for future parks is addressed in the Parks, Recreation and Open Space Element of this General Plan.

Larger open space tracts are identified as future preserves and potentially regional parks, including substantial federal land reserves along the western and southern edges of the planning area.

The O/S designation is consistent with the State's Open Space Planning law where applied to private and State Trust Lands and includes a maximum development intensity of 1 residence per acre.

Other Plan Designations

In addition to land use categories, the Future Land Use map indicates the potential location for future resort type development. Characterized by high levels of amenities including golf or other major recreational features, the General Plan expects and encourages such uses to locate in the City and the planning area by indicating several potential locations. Other Resort locations are anticipated to be identified as community and market development continues.

Figure 2—Future Land Use

Special Planning Areas

Special Planning Areas are denoted on the Future Land Use map for key areas in the City that represent multiple development and redevelopment alternatives. Detailed planning studies are recommended as a prelude to rezoning and/or development approvals. Substantial land use flexibility is preferred in support of the unique development opportunities associated with each area. Appropriate land uses include those furthering the General Plan's agreed upon Vision, Goals, Objectives and Recommendations.

Old Town Redevelopment Area

Old Town Maricopa represents both opportunities and challenges for the community. The small town flavor and rich history of Maricopa is associated with the Old Town area. It is an under-developed area with a strategic location that promises viable opportunities for investment in the short and long term. A feasibility study analyzing development and redevelopment potential is recommended. Suggested uses include specialty shopping, dining, other retail and tourist-based activities. General Plan objectives and recommendations seek to provide the opportunity and flexibility needed to spark investment and redevelopment projects in Old Town.

Seven Ranches Area

Historically a rural residential enclave, the Seven Ranches has been broken into smaller land parcels creating significant obstacles to any coordinated development other than low density residential. Property maintenance and aesthetic issues serve as a disincentive for investment. The General Plan supports consolidation of smaller parcels to foster orderly redevelopment. For smaller parcels, low density residential is encouraged, while consolidated, non-residential development and related rezoning requests on parcels five acres or greater should be supported.

Volkswagen Test Facility

The Volkswagen Test Facility represents the largest tract of unified ownership remaining in the City of Maricopa. The test facility will be relocated, leaving a 1,600-acre tract of land with a substantial development potential. In order to support desired, future balance among residential and employment land uses in the community, this tract has been designated as an employment area to provide for major employer locations/relocations. Additional detailed planning and design studies assessing a mixture of potential uses including industry, major medical and educational facilities, resort and hospitality development, and possibly some master planned residential and open spaces, are recommended. Alternative development proposals should be evaluated against availability of major infrastructure, regional access provisions and the available inventory or establishment of other employment sites in the community. A request to change the underlying designation of Employment should be considered a major plan amendment to the City's General Plan.

Arizona State Land Development Section 16

A detailed conceptual land use plan is strongly encouraged for this important section of land located in the heart of Maricopa's developing commercial and employment triangle, west of John Wayne Parkway and north of SR 238. Vital community functions relating to employment, training, higher education and commerce are anticipated. This area represents one of the best locations for a future community college, vocational facility or university-affiliated campus. The clustering of such uses is encouraged. Prior to or in conjunction with rezoning, an integrated plan for the entire square mile should be accepted by the City. In conjunction with urban development of employment, commercial and high density residential uses, a significant community open space feature is recommended and may be accommodated by a single, publicly-owned park or through smaller open spaces allocated throughout the section. Usual city open space requirements for residential areas are intended to be applied.

Table 6—Land Use Designations*

<u>Land Use Designation</u>	<u>Residential Density (du/ac)</u>	<u>Potential Zoning</u>*
AG (Agriculture)	1 or less	<i>GR-10</i> <i>GR-5</i> <i>GR</i> <i>SR</i> <i>SR-1</i>
R (Rural)	1 or less	<i>GR-10</i> <i>GR-5</i> <i>GR-</i> <i>SR</i> <i>SR-1</i> <i>SH</i>
LDR (Low Density Residential)	2 or less	<i>CR-1A</i> <i>CR-1</i>
MDR (Medium Density Residential)	2 – 6	<i>CR-1</i> <i>CR-2</i> <i>CR-3</i>
MU (Mixed Use)	6 – 18	<i>TR</i> <i>CB-1</i> <i>CB-2</i>
HDR (High Density Residential)	6 - 18	<i>CR-4</i> <i>CR-5</i> <i>TR</i>
MPC (Master Planned Community)	3-10**	<i>PAD</i> <i>MPD</i> <i>All</i>
C (Commercial)	NA	<i>CB-1</i> <i>CB-2</i>
E (Employment)	NA	<i>CB-1</i> <i>CB-2</i> <i>CI-B</i> <i>CI-1</i> <i>CI-2</i>
P (Public/ Institutional)	0	<i>GR</i>
P/OS (Park / Open Space)	1 or less	<i>GR</i>

*Provided as a guide to the City's current zoning districts. The Maricopa Zoning Ordinance is expected to be revised in the near future. General Plan users are encouraged to contact Planning Department staff to determine appropriate zones for each land use type.

4. Land Use Considerations

Broad planning considerations for land use in the City include:

- *Citizen input regarding land use identified the desire for a greater housing variety (specifically larger lot residential products), Old Town redevelopment and the need to attract retail services.*
- *Deficiency in employment activity, economic activity and the need to attract service providers.*
- *Cooperation with the Gila River and Ak-Chin Indian Communities in addressing land use compatibility issues and transportation needs.*
- *The expansion of infrastructure, particularly roads and utilities to keep pace with rapid growth.*
- *Compatibility of residential development adjacent to the Union Pacific Railroad mainline.*
- *Achieving local land use expectations for an extensive number of residential projects, including master planned communities, approved by Pinal County on lands inside and adjacent to the City.*
- *Expansion of industrial development and the reservation of suitable land for later-developing non-residential uses*
- *Implementing appropriate design standards for commercial, residential, institutional and industrial development projects.*
- *Development of Citywide parks and trails systems.*

5. Goals and Objectives

Maricopa citizens support a high rate of growth with the promise of the creation of a full-service community. There is a strong preference for expanded commercial and employment-related land uses. Housing development should offer a variety of living options.

Maricopa's land use goals and objectives envision a full-service, balanced community for the future. They stress the importance of retaining a distinctive identity as positive change is accomplished. The City's image as an excellent place to live is promoted and expanded in the overall strategy for preserving, adding and blending compatible types of residential and non-residential development.

Goal 1: Achieve a balance in the community between jobs and housing.

- Objective a:* Support land use requests that improve the balance between housing and employment within the Maricopa Planning Area.
- Objective b:* Establish disbursed employment areas and Mixed Use activity centers.
- Objective c:* Allow flexibility for mixed commercial and residential uses.
- Objective d:* Assure that sufficient infrastructure is in place or necessary improvements are adequately planned and funded.
- Objective e:* Encourage, through land use controls, the development of hospitality uses including hotels, resorts and restaurants.

Goal 2: Assure the development of a diverse housing stock in both dwelling type and density.

- Objective a:* Prepare a Housing Element for the General Plan that addresses community needs, diversity, design, housing stock and affordability.
- Objective b:* Identify and use available tools, including zoning and subdivision standards, to promote housing diversity in both type and lot size.

Goal 3: Reflect Maricopa's agricultural and western history in the design character of the community as it develops and expands.

- Objective a:* Apply reasonable design guidelines and standards to new development.
- Objective b:* Identify Maricopa's desired design image(s), which should include but is not limited to agricultural and western character, to serve as themes and components to desired design guidelines and standards.
- Objective c:* Study the redevelopment and preservation potential of the Maricopa Old Town area.
- Objective d:* Utilize public and private sector grants and other resources to support redevelopment and historic preservation activities.
- Objective e:* Conduct detailed planning and design studies for the City's Special Planning Areas including Seven Ranches and the Volkswagen Test Facility.
- Objective f:* Establish cultural resource protection measures.

Goal 4: Minimize conflicts between land uses.

- Objective a:* Address land use compatibilities and incompatibilities when considering zone changes and development approvals.
- Objective b:* Establish adequate buffers and transitions that include open space and landscaping between substantially different land uses.
- Objective c:* Based on noise, vibration and safety concerns, strongly discourage residential development adjacent to airports and railroad corridors.
- Objective d:* Minimize air pollution impacts to residential areas and school from smoke, odors and dust generated by industrial land uses.

- Objective e:* Update and consistently enforce the community's development codes, including zoning, subdivision, and related regulations.
- Objective f:* Seek appropriate buffers and land use transitions along Native American Community boundaries. Support lower density/intensity land uses along Native American Community boundaries.
- Objective g:* Consider scenic views and impacts to scenic resources in evaluating land use proposals including rezonings and subdivision plats.
- Objective h:* Avoid conflicts between airport operations and nearby development with specific attention to incompatibilities of residential uses and airport noise and safety.

Goal 5: Coordinate land management and planning activities with neighboring Indian Communities, Federal, State and private interests.

- Objective a:* Participate in regular meetings with Ak-Chin and Gila River Indian Communities to address land use and transportation issues and concerns.
- Objective b:* Communicate City general development priorities and goals in working with developers, landowners, Pinal County and State of Arizona officials.
- Objective c:* Monitor development applications in the unincorporated portions of the City's planning area.
- Objective d:* Facilitate the coordinated planning and reasonable development of State Trust Lands in the Maricopa Planning Area.
- Objective e:* Support the creation of functional master plans for regional systems including flood control and transportation.
- Objective f:* Support the development of public information materials regarding respectful interaction and travel within nearby Native American communities.

Goal 6: Pursue annexation of unincorporated areas in a logical, systematic and fiscally sound manner.

- Objective a:* Systematically study costs, benefits and economic opportunities associated with annexations.

6. Land Use Recommendations

- Ensure land use planning and approvals go hand-in-hand with infrastructure planning, financing and construction.
- Participate in coordination and cooperative meetings with the Gila River and Ak-Chin Indian Communities, Pinal County, and ADOT in planning future land use and transportation corridors.
- Include Ak-Chin and Gila River Indian Communities in the development review

process by providing review copies of rezoning applications, subdivision plats, use permits, annexations or plan amendments when within one-half mile of the Community boundary, or further, when deemed appropriate.

- Incorporate low density, single-story development with setbacks of 300 feet when adjacent to agricultural areas of the Ak-Chin Community.
- Preserve industrially zoned properties, particularly those in close proximity to the Union Pacific Railroad (UPRR) and other transportation corridors including the Maricopa-Casa Grande Highway, John Wayne Parkway and SR 238.
- Based on livability concerns of noise and vibration, keep residential subdivisions away from the UPRR corridor. Where residential development is already entitled in close proximity to the UPRR tracks, ensure adequate setbacks and buffering are incorporated in city-approved designs.
- Ensure a mixture of densities and lot sizes in single-family, detached residential subdivisions when employing the Planned Area Development (PAD) and Master Planned Development (MPD) ZONING DISTRICTS. Develop a policy delineating preferred mixtures of residential densities and types within PADs and MPDs.
- Participate in and coordinate as practical State Land disposition in the City's Planning Area. Strive to meet State Land Department objectives while ensuring future use of Trust Lands is coordinated with the Maricopa General Plan.
- Complete detailed planning studies for the Special Planning Areas identified by the General Plan: Old Town, Seven Ranches, Volkswagen Test Facility and ASLD Section 16.
- Developers should be involved in the City's CIP process for purposes of joint improvement phasing and financial participation in new infrastructure.
- Update the City's Zoning Ordinance to provide regulatory flexibility through local zoning to support Mixed Use developments.
- Adopt a clear formula defining residential density to apply in evaluating land use proposals such as rezonings and plan amendments.

Specific policies, time frames and responsibilities for positive actions to achieve these goals, objectives and recommendations are identified in the City's strategic plan.

B. Circulation Element

The Circulation Element is intended to support the land use element and address statutory requirements for municipal planning. Over the next 20 years, travel in the Maricopa area will dramatically increase proportionately with population growth. In support of growth and economic development, the City's circulation system will need to keep pace. An Arizona Department of Transportation (ADOT) Small Area Transportation Study (SATS) was completed for the Maricopa area in 2005 and serves as a more specific transportation-planning tool for the City and its planning area; however, dramatic growth dictates the need for additional transportation planning efforts. Additional detail is provided in the SATS Inventory of Existing and Future Conditions. The existing roadway system and known planned improvements are identified on the Circulation Plan.



1. Current Conditions

In the Maricopa area, the vast majority of all trips are made by automobile and most of this travel is on two highways and a series of section line roads. The transportation system serving Maricopa is and will continue to be defined by substantial physical constraints including major drainages and the Union Pacific Railroad (UPRR).

Regional Connections

From Maricopa, John Wayne Parkway provides access to the Phoenix metropolitan area, approximately 20 miles to the north, including access to Interstate 10. Interstate 10 provides highway links to the major cities of Los Angeles, Las Vegas, Tucson and El Paso. The junction of John Wayne Parkway and SR 238, and the junction of John Wayne Parkway and the Maricopa-Casa Grande Highway occur in Maricopa. To the south of Maricopa, John Wayne Parkway connects to the Stanfield area and Interstate 8. Interstate 8 provides access to San Diego and Southern California and John Wayne Parkway and SR 238 are important links to San Diego and Puerto Peñasco (Rocky Point), Mexico. To the southeast, Maricopa-Casa Grande Highway parallels the UPRR providing a connection to the City of Casa Grande.

Roadway Network

In 2005, the City of Maricopa, Pinal County and ADOT all own and maintain roadways and rights of way in Maricopa and its planning area.

The primary roadway within Maricopa is John Wayne Parkway (also known as Maricopa Road and SR 347), a four-lane, ADOT-maintained facility, which traverses the

community in a north-south alignment. The other major roads include the Maricopa-Casa Grande Highway and SR 238.

The roadways providing primary east-west access include Smith-Enke, Honeycutt, Bowlin, Farrell and Peters and Nall. Additional north-south access is provided by Green, Porter, White and Parker and Murphy Roads.

An extensive grid of paved and unpaved, section-line roadways provide access throughout the unincorporated portions of the planning area. At the southern edge of the planning area, the east-west routes of SR 84 and Interstate 8 provide a relatively high level of service.

Traffic Volumes

The 2003 traffic counts included in the SATS indicate approximately 13,650 average daily trips on John Wayne Parkway at the SR 238/Smith-Enke intersection. Traffic volume data for other primary streets are shown in Table 7. Accounting for recent, rapid growth, 2005 traffic volumes are expected to be somewhat higher, particularly for John Wayne Parkway, than those figures listed in Table 7.

Table 7—Traffic Volumes*

Roadway	Average Daily Traffic (ADT)
John Wayne Parkway (at SR 238/Smith-Enke)	13,650
SR 238 John Wayne Parkway	2,450
Maricopa-Casa Grande Hwy (East of John Wayne Parkway)	5,800

*Data from the Small Area Transportation Study, May 2005.

According to the SATS, rapid growth in Maricopa will result in much higher traffic volumes over the next 20 years. Assuming new regional connections are constructed, volumes in the year 2020 for all three roads listed in Table 7 are projected to carry 40-60,000 vehicles per day (ADT). Without new regional roadway connections, future volumes reach over 80,000 ADT on John Wayne Parkway.

2. Functional Classification

The primary roadways in the Maricopa Planning Area were functionally classified by the Maricopa Small Area Transportation Study. The designations of principal Arterial I and II, Minor Arterial, Major and Minor Collector are described in detail in the SATS. These designations are unchanged by this General Plan.

Arterials are described as four to six lanes, moderate speed facilities, generally located on a one-mile grid, serving major traffic within Maricopa. Two levels are identified, the first has a high level of access control to support large traffic volumes and connections

to the regional system, and the second has more access points and local service. Examples of principal arterials include John Wayne Parkway, Honeycutt Road and Maricopa-Casa Grande Highway. Examples of Minor arterials include Smith Road, Steen Road and McDavid Road.

Collector streets are two to four lanes in width, lower-speed facilities, often located midway between arterials. Collectors provide internal circulation within neighborhoods and connections to the arterial roadway system.

3. Pedestrian and Bicycle Circulation

There is currently no system of pedestrian or bicycle facilities in the City of Maricopa. Bicycle traffic currently uses the street system. Of particular concern is the need for safe pedestrian crossings given increasing traffic volumes. Limited sidewalks in the Old Town area serve pedestrians.

There is no known trail or unpaved pathway system within the City. Most trails in current development do not provide any connectivity to community destinations or between neighborhoods and developments.

The City's Park, Recreation and Library Department has established designations and standards for unpaved pathways and trail systems. Additional information is found in the Parks and Open Space Element of this General Plan. Unpaved paths will be designed to accommodate equestrian and pedestrian users. The standards established by the City include minimum width for pedestrian trails of ten feet and 15 feet for trails intended for equestrian use.

4. Transit

Transit service in Maricopa includes intercity bus, taxicabs and medical and human service providers; however none of these services are based in Maricopa. The cities of Chandler and Casa Grande are both within 20 miles of Maricopa and have cab companies providing service. Two shuttle services, including one based in Maricopa, provide service to and from Maricopa. The closest Greyhound bus stations are in Chandler and Casa Grande. Greyhound provides regular service to the Phoenix and Tucson metropolitan areas.

The closest transit service operates from Coolidge. No agencies currently exist in Maricopa to provide transportation services to special needs groups such as seniors and persons with disabilities. Some service is available from agencies based in Casa Grande that include Maricopa in their service area.

5. Rail Service

The Union Pacific Railroad (UPRR) generally parallels the Maricopa-Casa Grande Highway and SR 238 from Casa Grande to Gila Bend. The rail line through Maricopa was originally constructed in 1879. This rail route traverses the southern part of the United States and connects Los Angeles with Tucson, El Paso, Houston, New Orleans and Florida and is known as the 'Sunset Route.' It is Arizona's second busiest rail line.

Currently, between 45 and 55 freight trains operate daily through Maricopa. Many of these trains are over a mile long. Union Pacific is experiencing significant growth in the volume of rail freight carried. The number of daily trains is expected to reach 70 within five years and 100 by the Year 2013. Due to the current configuration of trackage, all freight trains traveling from Los Angeles to Phoenix pass through Maricopa. Union Pacific is in the process of double-tracking the entire line between Los Angeles and El Paso. This expansion is expected to be completed in the Maricopa area by 2011 and will create greater challenges for the expansion of the Maricopa-Casa Grande Highway.

Amtrak's Orlando-Los Angeles *Sunset Limited* has a scheduled stop in Maricopa. The Amtrak station is located just east of John Wayne Parkway crossing of the UPRR tracks. Service in Maricopa is hindered by a short station platform, causing time delays through 're-spotting' rail cars adjacent to the platform. The Amtrak stops create traffic delays, commonly ten to 15 minutes, at the John Wayne Parkway crossing as the passenger train occupies the crossing while at the station.

Rail-highway crossings pose a particular challenge in Maricopa as the community is bisected by the UPRR line. Rapidly growing communities like Maricopa need a sufficient number of rail-highway crossings that are safe and convenient to support travel demand, commerce and needed emergency service responders. Of particular concern in Maricopa is the John Wayne Parkway rail crossing. Delays and safety concerns exist at this crossing where traffic backups have far reaching impacts on traffic operations in the City. The SATS provides extensive evaluation of the conditions at the John Wayne Parkway -UPRR rail crossing.

6. Air Service

With regard to air service, Maricopa will continue to rely on facilities in the Phoenix metropolitan area as the primary providers of service to local residents, visitors and businesses. However, Maricopa will need its own general aviation airport. General aviation includes every type of civil flying other than the certified air carriers. Nationally, general aviation accounts for 96 percent of all hours flown and provides access to more than 12,000 communities, while commercial air carriers provide service to about 350 airports. In Arizona, commercial carriers provide service to 20 communities and general aviation public use airports provide access to 100 communities. The estimated increase for Arizona in general aviation aircraft is for at least 40 percent over the next 20 years. In terms of aircraft operations, the landings and takeoffs are expected to increase by at least 64 percent over this same period. This will result in greater demand and need for improvement and expansion of airfield facilities.

A suitable site for a municipal airport in Maricopa would include approximately 1,250 acres of land. A master plan for the area's development should identify three categories of uses: the airport, commercial/industrial and residential. Given a municipal ownership scenario, approximately 200-400 acres would be allocated for runway, taxiways and terminal/aviation services with the remaining land used for supporting activities as determined by the City.

7. Circulation Considerations

Major circulation-related issues were identified by the community during the planning process:

➤ **Traffic Growth**

Previous approvals of a series of large residential developments without the benefit of a General Plan or Regional Transportation Plan is major challenge to assuring mobility and safety within the City. The rapidity of development will result in severe transportation problems if not addressed appropriately. Traffic volumes could increase by 20-fold in the next 15 years.

➤ **Regional Connections**

Understanding anticipated growth in traffic volumes, additional north-south and east-west regional connections are needed. Alternative routes for regional connections need to be studied in concert with the Gila River and Ak-Chin Indian Communities, ADOT, Pinal County, CAAG and other stakeholders. Gila River Indian Community is actively working to expedite regional roadway improvements north of Maricopa including additional capacity at the Queen Creek and I-10 interchange.

➤ **Highway – Rail Crossings**

The need for efficient and safe crossing locations for traffic including grade separated facilities and road realignments were identified as was access impacts to the Old Town area and other properties from future grade separated facilities.

➤ **Safety Concerns**

With rapid increases in traffic volumes, concerns regarding vehicular safety, speed limits, speed zone transitions and pedestrian safety were identified.

➤ **Developing a Road System**

Arterial streets need to be expanded and existing gaps in section-line roads need to be filled and dirt roads need to be paved. The community contains obstacles to good local circulation including the railroad and major washes. Financing for roadway construction was identified as a concern.

- **Transit to Job Centers**
Improved transit to job centers in greater Phoenix and other areas, including the long-term development of a commuter rail corridor was identified.

8. Circulation Plan

Future circulation patterns and roadway volumes are tied closely to patterns of future land use and development. As illustrated in the Land Use Element, future development for a large portion of the City is geared toward residential neighborhoods. The Circulation Plan graphically depicts the existing highway and section line road network serving Maricopa. Major improvements to existing facilities and the development of new roadways and trails are anticipated over the next 20 years. Improvements to John Wayne Parkway, including additional capacity, and a railroad overpass, are chief among circulation needs. White and Parker is identified as a major north-south corridor in the City. Smith-Enke, Bowlin and Peters and Nall are planned as principal arterials as well. Further study of transportation needs is currently being completed in the form of a Pinal County transportation study. Capacity improvements, railroad crossings and new regional routes are expected to be addressed.

Figure 3—Circulation Plan

9. Goals and Objectives

Goals and objectives of the Circulation Element parallel priorities addressed by citizens participating in the General Plan and SATS workshops and public meetings. The vision for the City's transportation system includes cooperating with other agencies, tribal governments, residents and businesses, developing a hierarchy of freeways, arterials, collectors and local streets, creating a circulation system for bikes, pedestrians and equestrians and improving local and intra-city connections and transit services.

Goal 1: Develop an efficient and safe transportation system, including a hierarchy of roadways, which meets the long-term needs of residents, businesses and visitors.

Objective a: Implement the recommendations of the Maricopa Small Area Transportation Study and other City adopted transportation studies.

Objective b: Prepare a detailed Transportation Master Plan with a supporting Capital Improvement Program.

Objective c: Identify and improve major rail-crossings and deficient roadway intersections.

Objective d: Coordinate and cooperate with other jurisdictions and agencies including ADOT, Pinal County, Gila River Indian Community, Ak-Chin Community, utility providers such as ED3, Maricopa County and MAG, in planning, designing and constructing local and regional transportation improvements.

Objective e: Support neighboring jurisdiction efforts to implement regional roadway improvements.

Objective f: Identify and develop new roadway corridors to improve local circulation and regional connections.

Objective e: Design transportation facilities in accordance with aesthetic expectations of the community.

Goal 2: Create a multi-modal circulation system, including transit, pedestrian, bicycle, and equestrian facilities.

Objective a: Prepare a bicycle and pedestrian master plan to provide non-vehicular facilities for pedestrians, cyclists and equestrians.

Objective b: Work with ADOT to improve pedestrian safety along and across John Wayne Parkway.

Objective c: Encourage incorporation of bike and pedestrian facilities within and connecting all developments.

Objective d: Enhance transit services connecting Maricopa with Phoenix, Casa Grande and Tucson.

Objective e: Connect planned community and regional commercial development to the Maricopa Trail System via bicycle lanes or public access multi-use trails.

Goal 3: Improve access for emergency service vehicles to all occupied areas of the community.

Objective a: Establish street addressing and access standards for all residential, commercial and industrial properties.

Objective b: Complete missing or incomplete links in section-line and local roadways to improve access to all neighborhoods and businesses.

Goal 4: Ensure fair and adequate financing to meet transportation needs.

Objective a: Pursue dedicated funding sources, assistance from other levels of government and impact fees associated with new developments.

Objective b: Join with other jurisdictions and communities to seek increased state, regional, and federal sources of funding.

Goal 5: Maintain and expand local passenger and freight rail service in Maricopa.

Objective a: Support continued Amtrak passenger service in Maricopa.

Objective b: Address development and circulation compatibility issues between the community and the UPRR rail corridor.

Objective c: Study the feasibility of establishing commuter rail service between Maricopa, greater Phoenix and Casa Grande.

Goal 6: Establish regular air freight and passenger service by significantly improving airport facilities and operations.

Objective a: Support future expansion of air service through cooperative efforts to improve airport facilities and operations.

Objective b: Identify air service opportunities and improvements for the Maricopa area that tie into and support local economic development efforts.

10. Circulation Recommendations

The following discussion identifies actions and strategies that function to implement General Plan Goals and Objectives.

- Transportation improvements and maintenance of facilities are among the most expensive services provided by the City. Cooperation and teaming with other jurisdictions and agencies provides the best opportunity to increase Maricopa's voice in transportation decisions.
- Developers are expected to participate in financing and/or constructing new transportation facilities, including bridges and overpasses that serve their projects.

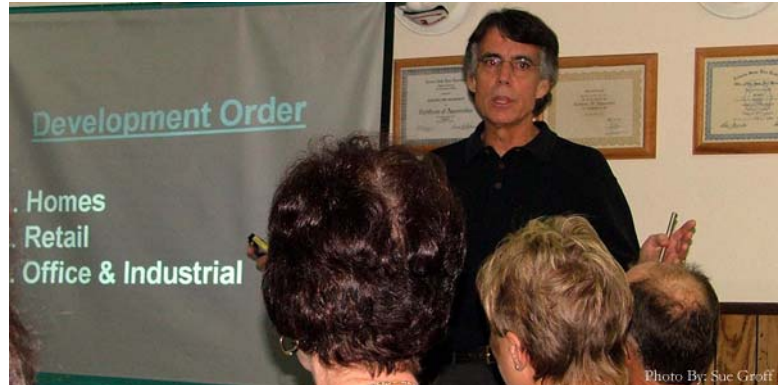
- Plan for and secure adequate rights of way for future road widening and for new roadway alignments.
- Study and implement improved railroad crossings, including grade-separated crossings and roadway re-alignments for principal arterials to improve public safety. Assess the costs and benefits of overpasses vs. underpasses. Study possible solutions to delays created by passenger train stops.
- Assess the need for and provide pedestrian and bicycle facilities throughout the City and the planning area.
- Support transit service between the City and destination shopping, medical and other services which would bring quality of life enhancements to residents.
- Develop a plan to fund and construct regional-level roadways including new corridors, regional connections and new limited access facilities.
- Support Gila River Indian Community's efforts to expedite regional roadway improvements to I-10 interchanges, Queen Creek Road and John Wayne Parkway.
- Support the expansion of local air service including the creation of new facilities to serve the Maricopa area.

Specific policies, time frames and responsibilities for positive actions to achieve the Goals, Objectives and Recommendations of the Circulation Element are to be included in the City's strategic plan.

C. Economic Development Element

Because economic development is such a critical aspect of building a sustainable and balanced city, it has been included as a key element in the City's first General Plan. One of the City's initial goals since incorporation has been to ensure Maricopa is more than yet another bedroom community in rapidly growing Arizona. Jobs, revenue and financial stability contribute to a municipality's economic health. The Economic Development Element seeks to promote these attributes by planning for increased household incomes, improving the community's jobs-to-housing balance, and by attracting expanded retail, commercial and industrial facilities from the larger metropolitan market.

Maricopa's economy has grown from strong agricultural roots, and is now in transition with service sector and construction employment dominating. The community envisions an evolution from agricultural and rural activities to suburban neighborhoods to an economically well-balanced city conscious of its small town heritage.



Over the span of this Plan's horizon — to 2025 — forecasts point to continued residential growth with increasing emphasis within the community on attaining independent, full-service, balanced and sustainable status.

Models from other regions demonstrate that citizens can make conscious choices to improve transportation, attract employers in growth industries, and promote tourism, destination shopping, recreation and hotel facilities.

The General Plan recognizes the importance of retaining local business and fostering expansion. The community is under-served in most service sectors particularly medical facilities. Growth in the planning area, including the planned City Hall and municipal facilities, provide a catalyst for private sector enterprises.

The City has organized a Planning and Economic Development Department to initiate economic development activities. The City intends to use public/private relationships and partnerships to build a successful program. The City is actively recruiting a college campus and a hospital while working with brokers to bring businesses to the area.

1. Current Conditions

As with most central Arizona communities, Maricopa's climate and other natural amenities contribute to the perception that Maricopa is a pleasant and "livable" community. Its "small-town feel," western heritage and personable residents have created a desirable place to live and work.

Maricopa's proximity to the Phoenix metropolitan area has produced a major residential growth spurt driving substantial population growth and associated growth in demand for consumer goods.

John Wayne Parkway provides critical access to Maricopa from the Phoenix metropolitan area, serving as an "economic conduit" for the community. Maricopa is at the junction of John Wayne Parkway, Maricopa-Casa Grande Highway and SR 238. Maricopa also serves as an intervening opportunity for almost all traffic to or from Harrah's Ak-Chin Casino.

Whereas Maricopa does not currently have an airport with scheduled service, John Wayne Parkway puts air service at Phoenix Sky Harbor International Airport only 30 minutes away.

Employment Structure

Whereas definitive data is hard to come by, and conditions are changing due to rapid growth, data and estimates from Census 2000 and the Arizona Department of Economic Security allow for general comparisons. It should be noted that current data is not available, the figures included herein represent a 'snapshot' in recent history, and that rapid growth has produced changes in the workforce, with particular emphasis on growth in the construction and retail sectors.

Both Pinal County and Maricopa are economically driven by services and government employment.

Government. Nearly 15,000 Pinal County residents work for the government at Federal, State, CAAG, County and local levels. Maricopa and vicinity (zip code 85239) has 24.62 percent of its employment in government.¹

Services. This sector is important throughout Pinal County and Maricopa's workforce is 33.2 percent occupied by accommodations and food service jobs.² Maricopa's continues to play a role as a service center for agriculture in western Pinal County and for travelers on John Wayne Parkway. The Ak-Chin Casino is the area's single largest service sector employer.

Household Income

Data on household income in Maricopa is limited. The median household income in 2000 was \$30,625³ based on U.S. Census data.

¹ Arizona Department of Commerce, *Economy of Maricopa*, June 2004

² Ibid

³ U.S. Census Data 2000, Table SF-3, Income

Labor Force

In the Maricopa area (the area of zip code 85239, which is substantially larger than the City of Maricopa), employment by sector⁴ includes:

<u>Occupation</u>	<u>Employees</u>	<u>Percent</u>
Services	796	33.2
Government	590	24.6
Manufacturing	426	17.7
Agriculture	175	7.3
Non-AG (private sector)	<u>413</u>	<u>17.2</u>
	2,400	100%

2. Assets and Advantages

The discussion below reviews Maricopa's assets and ties these assets to specific areas of comparative advantage.

Location Advantages

- Proximity to Phoenix, Casa Grande, I-10 and I-8
- Union Pacific Railroad main line

Climatic Advantages

- Desert climate; mild winters

Natural Environment Advantages

- Wide-open spaces, beautiful views, night-sky viewing
- Maintains high-level of environmental quality, clean air

Network Advantages

- Situated on John Wayne Parkway
- Access to interstate highway network (I-10 and I-8)
- Direct access to transcontinental Union Pacific Railroad

Residential Advantages

- Low to moderate housing costs, attainable housing
- Small-town ambiance, safety, quality of life
- Easy access to nearby metropolitan goods, services and amenities.

⁴ Arizona Department of Commerce, *Economy of Maricopa, June 2004*

Commercial Advantages

- Easy access to Central Arizona labor market
- Easy access to goods and services regionally and nationally
- Low to moderate site and operating costs
- Land available for development; land zoned for Industrial and Commercial use

3. Economic Challenges

All communities and regions have obstacles to overcome and Maricopa is no exception. Some of these challenges are clearly more correctable than others.

Under-Served Population. Some of Maricopa's biggest needs are for expanded retail services and medical facilities. Presently, residents demand for consumer goods and medical services are met outside Maricopa, thereby economically 'leaking' revenues to other communities.

Proximity to Metropolitan Phoenix. This is a two-edged sword. The fact that Maricopa is near to Phoenix means that it is in direct competition with Phoenix's greater commercial sectors. The other edge of the sword being identified as a Phoenix-metro city significantly enhances market credibility.

Under-Utilized Commercial Centers. In some respects Maricopa has two commercial centers. The Old Town area or 'downtown' is centered on the John Wayne Parkway and Maricopa-Casa Grande Highway intersection, and new commercial centers are located near the intersection of John Wayne Parkway and Smith-Enke Road.

Work/Residence Separation. The metropolitan Phoenix employment centers drain off local demand for goods and services because of a combination of work commuting and shopping trips. The lack of local industry and retail businesses currently robs Maricopa of a potential tax base.

4. Employment Centers

The Employment Centers map identifies lands within the community that are suitable for employment based uses. Many of these sites have necessary industrial zoning to support major manufacturing, office, research and development and similar activities. Both existing employment areas, including the motor vehicle test facilities of Volkswagen and Nissan, and recommended future sites are included.

5. Goals and Objectives

Goal 1: Pursue a diverse, balanced and sustainable economic base for the Maricopa area.

Objective a: Create a successful economic development program for Maricopa.

Objective b: Establish and support a strong Economic Development Team to support the City's Planning and Economic Development Department's activities.

- Objective c:* Investigate, identify and secure funding sources, including partnerships, grants and loans, to support economic development programs.
- Objective d:* Improve the City's jobs-to-housing balance thereby lessening the "bedroom community" image.
- Objective e:* Create and support a marketing strategy and recruitment program for attracting desirable employers.
- Objective e:* Promote and support special community events that serve to enhance Maricopa's visibility and reputation as desirable place to operate a business.

Goal 2: Promote the compatible development of new industries, institutions, businesses, homes and the expansion of existing businesses.

- Objective a:* Inventory, conserve and market future employment centers and locations.
- Objective b:* Attract a hospital or medical center to serve the emergency service needs and support related medical uses.
- Objective c:* Attract a variety of new commercial and industrial enterprises to reduce economic 'leakage' to other communities.
- Objective d:* Capitalize on rail and air access for industrial and commercial development.
- Objective e:* Develop programs to support existing and future local employers.
- Objective f:* Support local businesses to the greatest degree practical.

Goal 3: Maintain economically vital and visually attractive activity centers including Old Town and newly developed commercial and employment centers.

- Objective a:* Prepare a redevelopment feasibility study to assess the potential of the Old Town area.
- Objective b:* Identify and preserve viable historical resources in the Maricopa planning area.
- Objective c:* Identify and develop distinct 'Maricopa' design theme(s) that can be marketed to and be built upon by the business community for both the Old Town area and the community at-large.
- Objective d:* Establish regional, commercial destination attractions, such as sporting, cultural or recreational venues, with activities for all ages, especially youth and families and active adults.

Figure 4 —Employment Centers

Goal 4: Partner with Educational providers.

- Objective a:* Partner with colleges and universities to build a higher education campus (or campuses) in Maricopa.
- Objective b:* Support institutions and programs that contribute to expansion of an educated and trained labor force in the Maricopa area.
- Objective c:* Partner with Maricopa Unified School District and local businesses to coordinate the training of needed workers.
- Objective d:* Work cooperatively with Central Arizona College in providing job training and educational opportunities for all members of the community.

6. Economic Development Recommendations

The City has initiated an excellent Economic Development Program and is working diligently to bring results home to Maricopa. The City primarily focuses on five pillars supporting the economic development process:

- 1) **Product development: In the case of economic development, the “product” is Maricopa and the competitive advantages that it offers.** Economic Development efforts work to build on Maricopa’s strengths by embarking on informational, educational and other programs that support and improve Maricopa’s competitive advantages.
- 2) **Support for retention and expansion of existing industry.** Maricopa has an existing industrial base, much of which is compatible with the rapid growth in the area. Economic Development efforts in Maricopa recognize the value of retaining and assisting these industries in their own growth and expansion.
- 3) **Support for business startup and growth.** Maricopa can act as an incubator for new and small businesses. Economic Development efforts include emphasis on this important aspect of a balanced industrial base.
- 4) **Recruitment of new industry.** Likely the most well-known Economic Development activity, it is a critical component of Maricopa’s efforts. While new industry locations are difficult to come by, Maricopa is well situated to ‘win’ such new industry locations.
- 5) **Tourism development.** This is strong sector across the entire State of Arizona and Maricopa is no exception. Tourism is an important part of the area’s economy and the City is preparing to enhance the community’s capture of tourism dollars.

These five basic pillars act to guide decision-making and the allocation of City resources in fulfilling Economic Development Goals. More specific recommendations include:

- Creating a balanced and diverse economy is a central theme. Among preferred economic activities are research and development, manufacturing, biotech industries, alternative energy research and development, and tourism. Developing alternative technologies, including geothermal and solar energy applications for agriculture, may be well suited to Maricopa.

- In the long term Maricopa has the potential to be a significant player in the Central Arizona economy. Maricopa's industrial potential is substantial. The City has land allotted for industrial and manufacturing use and is working to enhance the infrastructure to support the development and access to the regional and national transportation network. Maricopa is presently a relatively small city with limited economic development resources, however, it must plan for the time that it will be larger and:
 - have significantly improved infrastructure
 - have a much larger budget
 - and will support increased levels of commercial and industrial development.
- Maricopa should target the types of industries it desires through a marketing campaign; developing marketing materials that extol the virtues and benefits of the community. Key features to be accentuated include: the low local operating costs, quality of life, ample sites for development served by infrastructure, proximity to Phoenix and the region, access to the local labor market and its access to nationwide transportation networks.
- The new developments under construction in Maricopa will attract residents who will bring with them their demands for goods and services.
- Maricopa is part of a dynamic region and will do well to exploit opportunities that come to other parts of the region, i.e. "spill-over" opportunities from the Phoenix growth center. Maricopa can work to attract businesses that thrive in a small city environment and actively solicit businesses in the metropolitan Phoenix area that are looking to expand, to do so in Maricopa.

Maricopa needs to identify its specific "niche" in the region and capitalize upon it. The "niche" it presently occupies is a quiet, small town atmosphere, booming with residential construction. Development programs and policies should be designed to fit the realities and constraints of Maricopa and be flexible enough to accommodate the changes on the horizon.

- Attraction of new businesses is very important, but so too is retention and expansion of existing firms. The City would be well served to provide a report or analysis of existing businesses, their growth potential, their current and anticipated needs and how they can be promoted for future growth.
- Economic development is a team sport and Maricopa needs to partner with area communities, local jurisdictions, Pinal County economic development efforts, Central Arizona Association of Governments (CAAG), Central Arizona Economic Development Foundation and possibly the Greater Phoenix Economic Council (GPEC) and Maricopa Association of Governments (MAG), to promote both its uniqueness and connectivity to the larger region. The Phoenix area communities, while competitive to Maricopa in some arenas, are natural

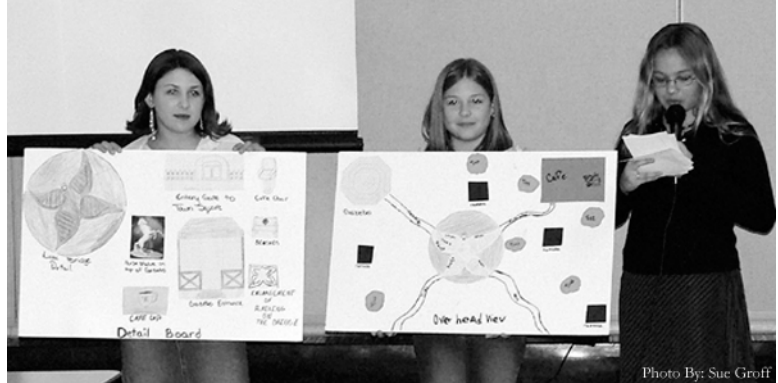
regional allies and partners. There may be opportunities to be a player in the MAG region, but Maricopa will have to ‘pay to play.’ The costs versus benefits of participating in MAG economic development efforts should be weighed. Maricopa can provide small-town atmosphere (safety, community, livability) and cost effectiveness in terms of developable land, infrastructure and labor that are attractive pull factors for development.

- Community development and capacity building are real complements to economic development. Infrastructure capacity in the City is presently an issue to be addressed. Infrastructure systems need to be prepared to handle additional development in the short and mid-term, and have a deliberate program of phased development for the long term.
- Economic development efforts should include manufacturing and more. Any activity, which brings new money into the community, is an appropriate focus for economic development. “Non-traditional” options include tourism and retirement.
- Economic development involves attraction of export industries but it also involves holding on to what you have, helping existing firms grow, and finding new ways to meet needs locally by establishing new, local-serving firms. Maricopa requires an active retention and expansion effort.
- In the long run Maricopa wants to attract industries which have high wage rates and which have a large locally based managerial cohort. Firms of this sort provide opportunities for upward mobility and for economic security. The sort of job that is being described is a “quality job” that promotes retention in the community of “Maricopa’s best and brightest” and it makes Maricopa a quality destination for outsiders.
- Short-term strategies will likely involve the creation of often lower-wage service jobs to serve visitors and local residents alike. Further, service jobs contribute to leakage reduction for local expenditures and this ultimately translates into bigger and better local offerings.
- The demand for “quality jobs” will increase as Maricopa grows in terms of both number of people and affluence of its population. Contributing to these shifts in demand are out-commuters, people who call Maricopa home but who work elsewhere.
- Maricopa’s potential in the master planned community arena is being realized. Maricopa is strategically located relative to both Phoenix and Casa Grande. It offers reasonable access and a desirable life style. Additionally, Maricopa’s lower land costs can translate into very competitive housing market supported by extensive community amenities.

Specific policies, time frames and responsibilities for positive actions to achieve these goals, objectives and recommendations will be identified in the City’s strategic plan.

D. Parks, Recreation and Open Space Element

The Parks, Recreation and Open Space Recreation Element has been prepared to support the establishment of standards and levels of service criteria that lead to the creation of a full-service parks, recreation and open space system in Maricopa. Citizen preferences place high priority on developing and having adequate access to parks, trails and open spaces. The City is in the position of playing ‘catch-up’ as the previously approved developments have been deficient in open space allocations relative to National, regional and local standards. To respond to citizens’ priorities, the City has established a Parks, Recreation and Library Department to play a lead role in developing Maricopa’s parks, recreation and open space system.



This Element identifies park, open space, trails and recreation needs and standards for Maricopa. The Goals and Objectives, when coupled with the policies contained in the City’s strategic plan, provide the framework and direction necessary to accomplish the City’s vision for these amenities. The City will employ zoning code requirements, impact fees and other tools in implementing the citizen-driven goals and objectives expressed herein.

1. Existing Conditions

a. Parks, Recreation and Libraries Department

The City of Maricopa Parks, Recreation and Libraries (PRL) Department’s goal is to provide opportunities for all residents to meet their personal and social needs through enhanced recreational activities. The City of Maricopa Parks, Recreation and Library Department has established programs, provided leadership and participated in planning and development review activities to ensure Maricopa’s rapid growth includes adequate open space and recreational facilities.

b. Role of Private Development

The majority of Maricopa neighborhoods consist of subdivisions that are master-planned with some connectivity in mind. Most commonly, neighborhood trails and parks are privately owned and maintained by homeowner’s associations (HOAs). The City’s current open space policy is that new development provides for neighborhood open space and parks to serve the development’s residential population. Trails located in private development, which serve the connectivity needs of residents within and outside of the development, are encouraged to be publicly accessible when feasible.

A survey of all new developments currently under construction reveals that privately designed open space corridors are often found in retention areas, which limits the type of recreation residents can pursue. Further, by placing parks in retention basins and in green belts along main arterial roads, developers have not addressed safety considerations. In summary, the usability of open space is a concern for the City.

c. Parks, Open Space and Trails Inventory

Currently, the inventory of existing or approved parks includes only the Rotary Park (1.25 acres) and the future city park (18.8 acres). There are no other public parks, trails or open spaces. Based on January 2005 population, the existing ratio in Maricopa is 1.66 acres of open space per 1,000 population, compared to National standards of 5.5 to 6.0 acres of parks per 1,000 populations.

The range of park and recreation facilities that are privately maintained within new developments, including golf courses, varies greatly. The facilities privately developed to date include 18 tot lots, three swimming pools, one soccer field, one baseball field, two tennis courts and four full size basketball courts. While not necessarily accessible to the public, the role played by these facilities will be included when preparing a Parks, Recreation and Open Space Master Plan and Needs Assessment for Maricopa.

2. Needs Analysis and Standards

Standards for the provision of parks, open space and recreation facilities vary from community to community. To provide general guidance on the types and amounts of parks and recreation facilities that could be required to meet community needs, the National Recreation and Parks Association (NRPA) has established a standard set of criteria, which are frequently used as parks and recreation benchmarks. These benchmarks suggest a size, service area and service area population range for parks and recreation facilities.

Many jurisdictions have adopted or modified the NRPA standards for planning and programming purposes. The City of Maricopa generally supports the NRPA standards as suggested benchmarks for parks and recreation facilities with certain adaptations. The following summary provides a general outline of expected facilities. As stated above, virtually none of these facilities exist in Maricopa today, however, based on current population levels and expected growth patterns, they are needed now.

a. General Open Space

This category includes all open spaces that are available to the general public for recreational use. The City has studied open space goals and acreages for other communities in Arizona finding existing open space ranges from 7.4 acres per 1,000 in Mesa to 12.8 acres per 1,000 in Gilbert. The goal for Maricopa is 10.1 acres per 1,000 population. Further, the City has established that 20 percent open space must be provided in residential development to help meet NRPA standards.

b. Parks

The NRPA benchmarks as published by the PRL Department are summarized in Table 8. The City utilizes a District Park classification in lieu of the Large Urban Park classification. District Parks range between 40 and 100 acres in size and are intended to service an approximate three-mile radius or greater area.

Table 8—NRPA Park Standards*

Type of Park	Size	Geographic Service Area	Service Area Population
Large Urban Park	40 or more acres	Community Wide	Variable
Community Park	16 to 40 acres	1/3 to 3 miles	2.5 acres/1,000 people
Neighborhood Park	7 to 15 acres	¼ to ½ mile	2.5 acres/1,000 people
Mini Park/Tot Lot	.25 to 1 acre	Less than ¼ mile	.5 to 1 acre/1,000 people
Special Use Parks	Variable	Variable	Variable

* Standards provided by the National Recreation and Parks Association.

c. Mini Parks/Tot Lots

The City of Maricopa's mini parks and tot lots are to be provided through private development. Mini Parks/Tot Lots are smaller in size and need to be conveniently located within walking distance of resident's homes. Based on Maricopa's growth projections, 16.5 acres of mini part/tot lot will be needed by the end of 2005, 75 acres by 2010 and 142 acres by the year 2020.

d. Neighborhood Parks

These will be the smallest parks (seven to 15 acres) a city should consider maintaining. Often times these parks are used almost exclusively by local residents. The goal should be to have these parks located within a ½ mile radius of 3,500 to 5,500 residents. The theme of the park is passive/intensive, which means open practice fields, a game court (basketball or tennis), trails, bathrooms, open space and ramadas with BBQ grills and a playground.

Neighborhood parks provide an outlet for both city sponsored and private recreational needs such as a practice field for an youth soccer or Pop Warner team. Programming high-traffic events such as game days or concerts in the park are not desirable due to the residential density. The use of lighted athletic fields should be discouraged and avoided if possible on any park site less than 10 acres in size. The user experience can last between one and two hours. National trends suggest that parks of this size are being built next to school sites, which offers possibilities of shared capital and maintenance costs as well as addition space for recreation.

The need for future Neighborhood Parks will continue to be met primarily through private contribution and development, based on needs created by that

development. Based on Maricopa's growth projections, 55 acres of neighborhood parks will be needed by the end of 2005, 265 acres by 2010, and 475 acres, or about 60 neighborhood parks, by the year 2020.

e. District Park

A district park is a community's flagship park. It is at least 40 acres or more (the limit is uncapped) and is the destination park of the city. The park should be centrally located so all residents of Maricopa, the extent possible, can enjoy geographic equity. Ideally, the park should include complexes for soccer and football (shared fields), baseball and softball (different sized fields) and a large aquatic complex that can be used for recreation as well as competition. The goal of these complexes is to support user-heavy events such as tournaments for both youth and adult sports. A district park can also be used to promote non-traditional sports such as inline hockey for youth, roller blade areas, a BMX dirt track, a skate park, lacrosse, and adult rugby. Generally speaking, the user experience can last three hours or more.

These parks should accommodate softball tournaments as well as youth/adult soccer and baseball tournaments. A district park must also accommodate residents who aren't into team sports and just want a place to go and relax. Other amenities that can be offered include walking trails, jogging paths, equestrian trails and/or an arena, large game court complexes (six to eight basketball and tennis courts), a skate park, a bark park for large and small dogs (separate of course) as well as multiple playgrounds. It can even include a rock wall for those interested in rock climbing.

f. Unpaved Paths

Unpaved paths are often designed to accommodate equestrian and pedestrian users. Signs, crossings, vegetation, rest and staging areas developed in conjunction with these paths may be primarily designed to accommodate equestrians. Unpaved paths may also be within over local utility easements in order to allow utility access while achieving neighborhood connectivity. The PRL Department has stipulated on all new developments that all trails must be ten feet in width. Equestrian trails must be 15 feet in width.

g. Paved Trails

Multi-modal trails are hard surface trails designed for all types of non-motorized use. Signs, crossings, vegetation, rest and staging areas developed in conjunction with these paths are primarily designed for non-motorized recreation. The PRL Department has stipulated on all new developments that all trails must be ten feet in width, either concrete or all-weather surfacing such as the kind of material found on most quarter-mile tracks.

h. Bicycle Lanes

Bicycle lanes are designated on-street facilities that are typically provided on arterial and collector streets. The PRL Department has stipulated on all new developments that a bike lane is created on main collector roads throughout the development. All bike lanes are marked with a white stripe no wider than five inches and clearly marked “bicycles only.”

i. Trailhead

A trailhead serves as the beginning point of a trail and must include parking, trail information, trash receptacles, water, sanitary facilities and shade structures/ramadas.

j. Staging Area

A staging area is a trailhead specifically designed to accommodate equestrians. It includes areas for horse trailer parking, and facilities for hitching, mounting, and watering horses.

3. Planning Considerations

In preparing the Parks, Recreation and Open Space Element, specific issues and considerations were identified by process participants. These considerations are later translated into goals, objectives, and recommendations:

- *Unlike communities in the Phoenix area, Maricopa is somewhat isolated from the substantial regional parks and open space preserves of the MAG region. Further, Pinal County does not operate parks, leaving the community of Maricopa with virtually no reasonable access to public parks.*
- *In concert with new development projects, a full-service park system needs to be created for Maricopa*
- *Parks, open space and trails planning should be accomplished in concert with other planning efforts including Pinal County’s pending trails master plan.*
- *The Santa Cruz, Santa Rosa and Vekol Washes along with major utility transmission easements or rights-of-way create opportunities for open space corridors that can serve as spines for the community’s open space system.*
- *The City intends to continue working with the Maricopa School District and other districts to use school sports fields and shared aquatic facilities during non-school hours to meet some of the projected recreation facility demand. Partnering with the school districts should also provide benefits in improved facilities, year-round surveillance of the school through year-round use, and involving the school more in the life of the community.*

- *While the amount of open space is important, the convenience and safety of access to parks is equally important.*
- *Residents are interested in parking, rest room facilities, lights, water fountains, benches, tables and secured trash receptacles at tot lots and mini-parks.*
- *The City must examine maintenance issues associated with park facilities located in retention basins.*
- *The City should evaluate the development of an aquatic center/complex. Approximately 9.1 percent of our residents are having a backyard pool installed; however, most residents have expressed a desire to see competitive and other recreational opportunities not afforded by a backyard pool. To that end, with the small lot sizes and reduced backyard areas created by new development, most residents are unable to construct a pool in their backyard.*
- *Most trails in current developments do not provide any connectivity to community-wide destinations or between neighboring and adjacent developments. The major transmission line easement crossing through Maricopa does provide some connectivity. It creates an opportunity for the City to pursue local and national grant monies for capital expenses, maintenance and operations for recreational improvements. Such investment may act to offset aesthetic intrusion of the transmission line.*
- *Understand conflicts between equestrian and non-equestrian trail users and design trails that are equestrian friendly.*

4. Parks and Open Space Plan

The Parks and Open Space Plan included with this element is intended to provide a preliminary indication of the community's expectations with regard to establishing a system of open spaces that are linked by on and off-street paths and trails. The Plan indicates preferred and potential alignments for paths and trails. The plan identifies trail head locations, potential points of interest for path/trail users, and points of challenge-areas where the design of facilities must address additional safety, cost, and/or jurisdictional issues. Street designated as "Signature Streets with Trails" are intended to identify existing and potential alignments that would incorporate design themes and features, including trails, appropriate to that portion of the planning area.

5. Goals and Objectives

Parks, recreation and open space goals and objectives reflect citizen preferences for the near and longer term creation of an open space system.

Goal 1: Develop a full service system of parks, recreational programs and open spaces, both public and private, which serves the needs of Maricopa’s residents and visitors.

Objective a: For all developments, establish suitable open space, buffering, landscaping, and pedestrian linkage requirements.

Objective b: Adopt an Open Space and Recreation Master Plan.

Objective c: Identify facilities and establish priorities for meeting residents existing and projected future needs for recreation facilities and open spaces.

Objective d: Develop recreation centers that serve the range of needs of the very young to senior populations.

Objective e: Create and support youth programs for children of all ages and backgrounds.

Objective f: Ensure parks and open spaces are safe for all users

Objective g: Establish adequate landscaped, open space buffers to protect privacy and lessen the impacts of land use incompatibilities.

Objective h: Adopt an outdoor lighting ordinance that protects dark skies while improving community safety.

Objective i: Provide adequate funding for acquisition and construction of new parks, trails, trailheads, recreation facilities and open space through bonds, development impact fees, grants and other means, consistent with the City’s budgetary needs and sound fiscal policies and practices.

Objective j: Encourage community, public, and private organizations to support the maintenance and operation of existing and new recreational facilities.

Objective k: Promote the development of performing arts programs and resources in Maricopa.

Goal 2: Ensure new developments include recreation and open space facilities and resources adequate to meet the needs of their new residents.

Objective a: Adopt community open space standards.

Objective b: Establish minimum standards for all residential zoning districts and master planned developments.

Objective c: Reserve adequate land for current and future park development.

Objective d: Establish park location criteria to assure accessibility to all intended users.

Goal 3: Ensure trail connections between open spaces, City trail systems, parks, recreation facilities, schools, neighborhoods and business areas.

- Objective a:* Adopt a trails system master plan for the planning area.
- Objective b:* Adopt standards for trail types and related facilities.
- Objective c:* Establish standards for bike lanes on arterial and collector streets.
- Objective d:* Include equestrian trails in trail system designs and improvements.
- Objective e:* When practical, preserve historic equestrian trail routes.
- Objective f:* Promote the preservation of the Vekol Wash as a riparian, open space and trail corridor.

Goal 4: Promote the development of shared recreational facilities with schools, churches and higher learning institutions.

- Objective a:* Partner with the Maricopa Unified School District and other school districts in planning and providing recreational opportunities for district and community residents.
- Objective b:* Negotiate with local school district to ensure public access to recreation facilities and classroom space.

Goal 5: Promote agricultural heritage of Maricopa through various urban design and educational programs.

- Objective a:* Pursue the creation of a working, community farm that demonstrates Maricopa's agricultural heritage and provides educational and recreational opportunities for residents and visitors.
- Objective b:* Develop strong relationships with non-profit, service and social groups, (e.g., 4-H) to locate agricultural/horticultural resources in Maricopa.
- Objective c:* Support urban fishing in appropriate areas.
- Objective d:* Maintain a supportive relationship with the University of Arizona and USDA facilities and seek community educational opportunities related to agriculture and bio-industries.

6. Recommendations

Consistent with stated Goals and Objectives, summary recommendations provide further direction in prelude to adoption or update of the City's strategic plan.

- Prepare a Master Plan for Parks, Open Space, Trails and Recreation addressing, at minimum, parks, special use facilities, trail systems and open spaces. Include an inventory and detailed needs assessment.
- Ensure new development provides the facilities and open space needed to serve all its residents.
- Establish minimal levels of service for all public recreational facilities.
- Establish a standard of seven acres of neighborhood parks per 500 residential lots.

- Adopt and maintain open space ordinances that require Planned Area Developments (PADs) and Master Planned Developments (MPDs) to provide 20 percent of the residential acreage as open space.
- Neighborhood parks and Mini Parks/Tot Lots should be conveniently located within walking distance of resident's homes.
- Emphasis should be placed on the usefulness of open space provided by private residential development. The City of Maricopa needs to carefully monitor the quality of facilities provided by private development to ensure that these facilities meet community needs. The City should adopt design standards to ensure a common look, touch and feel.
- Consideration should be given to the appropriate mixture of tot lots and mini-parks substituting half-court basketball or sand volleyball amenities in lieu of playground equipment.
- The City should annually reevaluate parks, open space, recreation and trails needs in determining funding commitments.
- Mandate that open space **cannot** be converted to other future uses. Permanently preserving open space ensures that the City of Maricopa will not become a seamless web of subdivisions. The City can enact special conservation easements that would protect certain areas of Maricopa for historical parks, special equestrian centers and/or agricultural parks.
- Retention basins less than five acres should not be considered for public parks due to relative maintenance inefficiencies. All retention basins will have intermittent usability constraints and additional maintenance requirements due to flooding.
- Prevent the location of engineered features, such as dry wells, erosion control, channels or basins, from interfering with the safe and convenient use of turfed areas and other recreational amenities.

Figure 5—Park and Open Spaces

E. Public Services and Facilities Element

Ensuring adequate public facilities and services demonstrate the City's and the community's commitment to orderly growth. Certain services, like water and wastewater utilities, are privately provided in Maricopa, highlighting the need for cooperative efforts in maintaining acceptable levels of service at reasonable costs. The availability of public services and facilities will enable Maricopa to meet its future population expectations, accelerate growth in desired areas of the community, and, if needed, the flexibility to constrain development where growth is not desired. Developer provided infrastructure, coordinated with the City's efforts, is an important component of this Element.

As a rule, public facility planning in a developing community like Maricopa should be directed to meet three important criteria: 1) service standards that are adequate and equitable for all parts of the community; 2) service to new developments that is cost-beneficial to the City's citizens;



and 3) financing that maximizes the long-term value of local government assets. Carefully planned and implemented facility expansions and service extensions can maximize the return on investments by the City, School Districts, the private sector and other levels of government.

As Maricopa matures, new functions, public and private facilities, and income producers add new dimensions to the community. Once public facilities and services are established, a broadened revenue base can support these and other desired investments. The City and community are committed to expanding public facilities and services to meet citizens' needs.

1. Existing Conditions

Today, the service level provided by Maricopa's public facilities is varied. Facilities needed to support the original rural community have evolved to service large master-planned developments. Municipal infrastructure is a mix of components that vary in quality, differ in capacity, and may involve multiple service providers or jurisdictions. Most facilities are newer, installed by developers; others are older and require major maintenance, expansion, or replacement. Some essential public facilities, including higher education and medical services, are currently absent in Maricopa.

Recently developed areas of the community are designed and constructed with many urban services. Older neighborhoods, less dense and more rural in character, are usually served by water, on-site waste disposal (septic), and street systems designed for their level of need, and these will not accommodate future growth without infrastructure improvements. Public safety functions, such as police protection, have significantly expanded and are still working to keep up with the rapidly growing population. Fire

services are provided by the Maricopa Fire District and emergency medical service is offered by a contract provider, Southwest Ambulance Service.

a. Community Facilities

Maricopa maintains the interim City Hall facility, the Library, and a Public Works yard. The City operates centrally from City Hall located at 44624 West Garvey Road at John Wayne Parkway. Pinal County offices including the Sheriff, detention, and County Court are located adjacent to the City Hall at 44625 West Garvey Avenue, at John Wayne Parkway. Parks, open spaces, trails and recreational facilities are addressed in the Parks, Recreation and Open Space Element.

b. Emergency Services

Fire Prevention/Suppression

The Fire Department of Maricopa (FDM) provides emergency fire suppression and EMS services to all development in Maricopa. As a fire district, operating revenues are derived from taxes on real property in the district. FDM is rapidly growing, and will keep growing, to meet new demands in the community. FDM currently has 24 trained firefighters and two fire stations, one at 44624 West Garvey Road at John Wayne Parkway and a second at 36351 West Honeycutt Road. Four additional stations are currently in various stages of planning, with as many as three new stations coming online in 2006. Further, FDM indicates the number of firefighters will likely double by early 2007. FDM has also recently added major new firefighting equipment to their roster to enhance emergency response preparedness.

Dispatch is handled through Pinal County's dispatch system and FDM is working with the City of Casa Grande to coordinate regional dispatching. The Ak-Chin Fire Department provides back-up service to FDM.

Fire Prevention Services are managed by the FDM, which coordinates fire code enforcement related to new and existing construction. An additional function that has been initiated by FDM is public education that extends to all of the Maricopa area schools and special events. FDM is presently developing HazMat response capabilities.

The FDM is working to improve service and meet a standard of one firefighter for every 1,000 population served. The current ratio exceeds this standard with about 1.3 firefighters per 1,000 population (24 firefighters / 19,000 population). Response times for FDM are estimated at three to five minutes.

Police

The City of Maricopa currently contracts for police services with the Pinal County Sheriff's Department. The Department is headquartered at the Pinal County Complex, 44625 West Garvey Road.

Police service for Maricopa includes thirteen deputies, two corporals, two clerk/office managers, two sergeants, and one lieutenant. The community is protected by 24-hour patrols, seven days a week. The current staffing of 17 equates to a ratio of nearly 1 officer per 1000 citizens, a dramatic increase over previous staffing levels. The federal guideline is 2.7 officers per 1,000 population.

The City's goal is to expand the police force to keep pace with growth. In the near term, the department is adding three new patrol beats to cover newly developed areas. With growth of the department, additional equipment has been obtained to enhance the department's ability to respond to various emergency situations.

Increases in staffing levels have allowed police response times to drop. Response times, nearly 13 minutes in 2004, have been reduced to 9 minutes within the City for 2005. It is the department's goals to achieve response times of six to eight minutes for service within the city in 2006.

The Pinal County Sheriff's Office provides police protection to the unincorporated portions of the planning area. There is a mutual aid agreement with the Ak-Chin and Gila River Indian Communities for police services that includes Maricopa.

c. Courts

The Pinal County Complex in Maricopa at 44625 West Garvey Road, houses court services and the Pinal County Sheriff's Office that serves Maricopa. As of July 1, 2004, the City of Maricopa began operating under a consolidated court system with Pinal County. The City has elected to use a consolidated court based on increased efficiency and lower costs.

d. Library

There is one public library in Maricopa that is part of the Pinal County Regional Library System. The library is located on a one-half acre site at 44240 West Maricopa-Casa Grande Highway. The library is approximately 1,500 square feet in size and has a collection of over 16,000 books, journals, tapes, videos, etc. As the population grows, this facility, too, will need to keep pace with increasing demand.

e. Water

Domestic water service is provided by private water companies and a domestic water improvement district. . Santa Cruz Water Company (SCWC), a subsidiary of Global Water Resources, provides domestic water to most of Maricopa. SCWC is a private utility company regulated by the Arizona Corporation Commission. SCWC has developed a regional water master plan and is actively constructing infrastructure to accommodate rapid growth within the City. This infrastructure includes well upgrades, expanded treatment facilities, new storage reservoirs, new pumping stations, and a substantial distribution system. SCWC currently operates a treatment and transmission facility in Rancho El Dorado and will have a second facility in operation in Rancho Mirage by the third quarter of 2006.

The Maricopa Domestic Water Improvement District (MDWID) is lead by a locally elected board and is the original water company to serve Maricopa. Small by today's standards, MDWID has about 200 customers primarily in the Old Town and Seven Ranches areas.

f. Wastewater Service

Sanitary sewer and wastewater services are provided by Palo Verde Utilities Company (PVUC), a subsidiary of Global Water Resources. PVUC is a private utility regulated by the Arizona Corporation Commission and is rapidly constructing collection and treatment infrastructure to service growth within the City. All infrastructure has been designed and constructed in accordance with a regional wastewater master plan. PVUC currently operates a 1 million gallon per day (1.0 MGD) water reclamation (including wastewater treatment) plant in Rancho El Dorado. As of August 2005, approximately 50 percent of the facility's capacity was in use. Expansion of the facility to 3.0 MGD is expected to be completed in January 2006. The site is sized to ultimately accommodate up to 12.0 MGD and produce reclaimed water treated to the highest level (A+). This reclaimed water is returned to developments within the City utilizing an extensive pipeline system for irrigation distribution.

Based on projected growth, the demand for wastewater capacity is summarized in Table 9. Similar water reclamation facilities are planned to be constructed within the City's planning area as growth demands.

Table 9—Projected Wastewater Demand*

Year	Population	Needed Capacity (in million gallons per day)
2005	19,000	1.1
2010	106,000	7.6
2015	148,000	10.7
2020	190,000	14.2

*Data provided by the Maricopa Public Works Department.

The Old Town area of Maricopa and other rural enclaves are not served by sanitary sewers. Intended improvements include extending sewer service to those areas currently on septic. When new septic systems are requested, Pinal County Department of Environmental Health reviews and approves applications.

g. Solid Waste Collection and Disposal

Residents located within the Maricopa planning area utilize privately owned services for solid waste removal.

h. Flood Control

The City of Maricopa has certain floodplain areas shown on the FEMA (federal emergency management agency) floodplain maps. These areas are generally associated with the Santa Cruz and Santa Rosa Washes. Other major drainage courses impact the planning area including Greene Wash to the south and Vekol Wash to the west. A major drainage channel has been completed in conjunction with new development along the Santa Rosa Wash. This channel cuts a wide corridor through Maricopa. The City is taking a lead role in coordinating future improvements to the Santa Cruz Wash in order to assure unity in design and construction projects. Improvements will be funded through developer contributions and impact fees. A Community Facilities District (CFD) may be utilized to cover maintenance and operations. The Santa Cruz will be channelized, creating a second major drainage corridor in the City. Regional flood control is managed by Pinal County Flood Control District.

i. Education Facilities

Maricopa Unified School District serves the City of Maricopa. The Stanfield Elementary School District and Casa Grande Elementary and Union High School Districts also serve portions of the Maricopa planning area. Some families elect to transport their students to the Kyrene School District in Chandler.

The once small Maricopa Unified School District has exploded with growth. The District currently operates three elementary, a middle school and a high school, with two additional elementary schools and a new junior high school to open in late 2006. Enrollments total over 2,700 students, and will increase to over 4,5000 by 2006/07. Maricopa High School and the District offices are located on Honeycutt Avenue, west of John Wayne Parkway.

The District is engaged in long-range planning to meet future needs. Conservative estimates have district enrollment increasing to 14,500 students by the year 2010. In addition to preparing demographic and enrollment projections, the District has adopted policies and resolutions that address rapid development. The District works with developers to obtain a combination of school site donations and voluntary impact fees. Presently the District has 22 elementary

and five middle school sites reserved for future development. A future high school site is being studied by the District.

The Stanfield Elementary District is also projected to be heavily impacted by planned development. The District's Capital Plan includes five new schools. The District works with developers to address impacts through school site donations and "rooftop" fees or donations. The District's current enrollment of 800 is expected to grow to nearly 8,000 by the year 2011.

Central Arizona College (CAC) provides local higher educational opportunities for planning area residents. The College's Signal Peak campus is the nearest full service facility serving Maricopa. Given the rapid growth in Maricopa, CAC is opening a satellite classroom in the Maricopa Fiesta Plaza and is participating in video conferencing selected classes between the High School and the Signal Peak campus. CAC will be dependent on community and voter support in fulfilling its vital educational role.

j. Electric Service

The majority of the electrical requirements for the City of Maricopa planning area is and will continue to be served Electrical District No. 3 of Pinal County (ED3). ED3 has been working with the City of Maricopa to develop a long-term transmission plan that meets the reliability and cost effective requirements to serve the projected loads under the City's General Plan.

New transmission facilities (lines and substations) will be required to meet the growth currently anticipated for the Maricopa planning area. The City and ED3 will continue to work together to develop common corridors (along major transportation and multi-use paths for example) for their new facilities, as well as other public services. ED3 has also pledged to work with the City to minimize the visual impacts that the new facilities have on the community.

The desire to have new transmission lines built underground has been expressed by the community. Feasibility, including financing for the additional costs to underground, is being studied by both ED3 and the City.

k. Natural Gas

Southwest Gas maintains lines within Maricopa and offers service to subdivisions with natural gas. Kinder Morgan maintains a high-pressure gas transmission line that crosses the southwestern portion of the planning area.

l. Telephone and High Speed Data

Qwest provides basic telephone and cable service to the City. High-speed data links are available through Orbitel, Maricopa Broadband and Quest. Improvements are continuing to be made for both landline and cellular phone service in the Maricopa area.

The Public Services and Facilities map indicates locations for selected existing and future public, institutional and utility facilities throughout Maricopa.

2. Functional Plans

In order to understand the magnitude and timing of needed services and facilities, Maricopa can prepare functional plans that relate to specific public facilities and services. The plans should include Master Plans for Emergency Services (police, fire, EMS), Wastewater, Floodplain, Water and Reclaimed Water, Transportation, Libraries, Park, Trail and Open Space Systems. As identified by members of the community, the City should also examine human services including day care programs. Each of these plans will provide information on existing facilities, assesses current and projected needs based on desired levels of service, and make recommendations for future public and private actions.

In addition, the City's pending Capital Improvement Plan (CIP) defines the capital projects that will be funded over the next five years. The CIP is updated annually to address the community's most urgent needs. Maricopa's CIP proposes fast track infrastructure improvement schedules that demonstrate the City's intention to keep up with its rapid growth rate.

The future Maricopa municipal complex to be located at the southeast corner of Porter Road and Bowlin Road will house city services in a new, centralized location. A Master Plan that addresses the City's current and future building needs to adequately perform governmental functions will be undertaken. Included in the plan will be space for administrative staff, areas for court functions, public meetings, parking, outdoor storage yard areas, and other space needs as delineated by the City's departments. The new municipal complex, which may include reserved space for County, State and Federal facilities, will be the heart of the community with initial phases to be completed in the next three to five years.

3. Cost of Development

The ability to sustain facilities and services to the community are affected by the rate of growth and the balance of growth between residential and non-residential uses. The City of Maricopa does not have a property tax to pay for ongoing facilities maintenance and operation, which means the sales tax generating retail sector must be developed in the local economy. The development of a strong retail sales tax base is important to the community to fund the operating expenses of the City.

The present development cycle of rapid growth is expected to pay its own way. This should be demonstrated, at a minimum, with an annual review of the City's Development Fees. These fees are capital specific and provide resources to construct facilities and improvements based upon the types and levels of facilities already in the community. There are other improvements, which are not specific to growth relating to increases in service levels and aging facilities. In these situations, Maricopa may use either General Obligation Bonds (approved by the voters), Revenue Bonds operating

revenue, or some combination of operating revenue, and bonds to construct improvements.

Costs need to be equitably apportioned and assessed to new growth. The City is beginning to develop guidelines by which development pays for itself. Three basic steps include:

- 1) Establish service and facility standards to help identify needed future capacities and facilities based on growth projections from new development.
- 2) Recognize impacts resulting from new development on public services and facilities.
- 3) Where applicable and to the extent possible, require growth to pay for itself.

These steps are consistent with respect to assessing the costs of development. The City has initiated the adoption of development impact fees to help offset the costs of new development. The City began collecting development fees in November 2005 for roads, police, traffic control, parks, recreation and open space and general government at the time a building permit is issued. Fees are also being collected in the community for expansion of fire protection and construction of new schools. Development impact fees may be used to pay for capital improvements directly or may pay the debt service costs of bonds issued by the City to pay for expansion projects. However, the City will likely utilize a number of funding strategies for new infrastructure, equipment and facilities necessitated by growth.

Other mechanisms available to the City for funding expansion of services include but are not limited to:

- Primary and secondary property taxes
- Transaction Privilege (Sales) Tax
- Specialty Industry Tax
- Improvement Districts
- Community Facilities Districts (CFDs)
- User Fees
- Voter approved bonds
- Municipal Property Corporation Bonds
- Payback Agreements

4. Planning Considerations

Broad planning considerations for public services and facilities include:

- *The expansion of infrastructure, especially roads and utilities needs to keep pace with rapid growth*
- *The provision of high quality services, particularly emergency services, to residents, businesses and visitors is essential*

- *Cooperative planning efforts with local school districts and other service providers will help build a better and stronger community.*
- *New development is expected to pay its own way in terms of costs for infrastructure and services for which it creates the need*
- *A series of function master plans will significantly help in identifying needs and priorities for expansion and improvement of facilities and services.*
- *Work with Gila River Indian Community to address major drainage concerns for the Santa Cruz Wash and other watercourses that impact both jurisdictions*

5. Goals and Objectives

The following Goals and Objectives reflect the community's desired directions for the provision and financing of public services.

Goal 1: Ensure the provision of adequate emergency response and public safety services including police, fire and ambulance service.

Objective a: Establish acceptable minimum levels of service that are affordable to the community, including response times that approach or exceed national averages for public safety services.

Objective b: Establish and maintain mutual aid agreements with nearby jurisdictions and service providers

Objective c: Assess the viability of forming city police and fire departments.

Goal 2: Coordinate City services with non-municipal utilities to ensure high-quality services to new development.

Objective a: Coordinate the planning of new facilities and corridors and the upgrade or expansion of existing facilities.

Objective b: Establish design, capacity and shared facility standards for privately constructed, public-serving infrastructure.

Objective c: Cooperatively develop electrical distribution and transmission corridor siting criteria.

Goal 3: Ensure new development provides the resources to establish the infrastructure and services needed to serve that development.

Objective a: Establish programs, policies and fees that put infrastructure in place, in a timely manner, to meet the demands of new residents and visitors in Maricopa.

Objective b: Ensure that development impact fees and other funding mechanisms are comprehensive and designed to require new growth to pay for itself.

Goal 4: Actively coordinate with local school districts, charter schools and institutions of higher learning in the planning, construction and rehabilitation of facilities.

Objective a: Ensure effective communication between the City, developers and schools districts.

Objective b: Promote shared facilities and efficiencies in public-funded improvements including the co-location of parks with schools including opportunities for aquatic centers and illuminated athletic fields.

Goal 5: Pursue regional coordination in planning and implementing regional infrastructure systems.

Objective a: Participate in committees or work groups with representative from other jurisdictions and agencies to address regional infrastructure issues.

Objective b: Adopt functional plans for areas of regional concern: flood control, utility corridors, wastewater treatment, trail/ open space networks and others.

Objective c: Study and respond to flooding and drainage concerns of the Gila River Indian Community related to the Santa Cruz Wash.

Objective d: The City of Maricopa seeks to facilitate productive cooperation between the school districts, fire district, utility providers, special districts, tribal communities, county and state agencies and the development community for the betterment of our citizens. It is imperative that growth be prevented from penalizing the quality of life of existing and future residents. Developers should ensure that the expansion of public facilities is adequate to maintain quality service levels, with appropriate exceptions when in the public interest. A lack of adequate fire facilities, police services, school facilities, roadway, utility infrastructure, drainage capacity, wash enhancements or open space could preclude development in certain areas of the city.

Goal 6: Foster the creation of a range of higher learning institutions to serve the community.

Objective a: Support Central Arizona College efforts to construct a community college campus in the Maricopa area.

Objective b: Promote the location of a university campus and other higher educational facilities and services in the Maricopa area.

Objective c: Identify and work to reserve suitable sites for higher education campuses and facilities, including a site where a cluster or group facilities can be master planned, within the City limits and the planning area.

Goal 7: Expand existing City services and facilities into a permanent municipal complex that meets residents' present and future needs.

Objective a: Program and construct adequate city hall space to accommodate current and reasonable future demands for city provided services.

- Objective b:* Maintain and expand the City's library services to meet resident's needs.
Objective c: Expand library services to provide public access to communications and information technology.

Goal 8: Pursue the establishment of family-based services and programs.

- Objective a:* Identify and work toward providing needed family-supporting services including child day care programs and facilities.

Goal 9: Attract a range of health care facilities.

- Objective a:* Actively promote the development of a hospital in Maricopa.
Objective b: Encourage the location of medical services and facilities including medical offices, clinics and supporting services.

6. Recommendations

- Utilize the Capital Improvements Plan and Five Year Capital Improvements Program to ensure that needed municipal facilities are identified, funded and provided to meet the needs of the community.
- Prepare functional plans to understand needs and determine future public works requirements for transportation, water, wastewater, recreational facilities, open space and major drainage facilities.
- Utilize development impact fees and other funding mechanisms to ensure the growth pays its own way. The impact fee system must be consistent with statutory authority and carefully constructed to assure the City is not placed at a competitive disadvantage in attracting new employment, commercial services and quality housing.
- Maintain open lines of communication to ensure that non-municipal utility providers maintain adequate levels of service to all residents, retailers, service providers and employers within the City.
- Maintain a proactive relationship with Maricopa Unified, Stanfield Elementary, Casa Grande Elementary, Casa Grande Union High and Chandler Unified School Districts and higher educational institutions, including Central Arizona College, to ensure land use compatibility surrounding existing and planned school sites.
- The City and the community needs to be proactive with major land holders, including the State Land Department, in planning future sites for college campuses and related public service facilities.
- Analyze the costs and benefits of establishing municipal police, fire, water, wastewater and solid waste services.

- Assess City-provided family-based services such as day care.
- Work to ensure new utility corridors are located in accordance with local priorities and design criteria.

Specific policies, time frames and responsibilities for positive actions to achieve these objectives and recommendations are identified in the City's strategic plan.

Figure 6—Public Services and Facilities

III. General Plan Implementation

The City of Maricopa General Plan is intended, in all respects, to guide the City's phenomenal growth. Citizens' vision for their community translates into goals, objectives and recommendations for each of the Plan Elements. These statements of principle now need to be carried out in practice.

Three components work to support Implementation of the General Plan they are:

- A. The City's Strategic Plan** to include action-oriented policies to guide daily decision-making.
- B. Plan Monitoring** for measuring performance.
- C. Land Use Decision Criteria** to assist in evaluating proposed development projects and assure their consistency with General Plan principles.

A. Strategic Plan Policies and Coordination

The City's Strategic Plan is considered a companion document to the General Plan. Strategic Plan Policies relating to each of the General Plan Elements provide continuity between agreed upon General Plan Goals, Objectives and Recommendations and the day-to-day activities and decision-making effecting the growth and development of the City. As a separate policy document, the Strategic Plan can be efficiently amended by the City Council to respond to shifting priorities and needs of the City.

B. Plan Monitoring

Maintaining General Plan momentum is a responsibility for the entire community. City leadership should use the Plan as a regular decision-making tool. City staff should apply the document's principles on a day-to-day basis, keeping track of shortcomings to be remedied. Residents, property owners and developers need to rely on the General Plan and follow its directions. Together, all these stakeholders should be involved in the monitoring responsibility: oversight, updating and following Plan directions.

Plan Oversight

As the City's appointed advisors on planning matters, the Planning and Zoning Commission is responsible for broad General Plan supervision. City staff, however, is in the best position to provide regular General Plan upkeep services. Basic information about planning and development activity, especially changes in each of the Element's status, is a fundamental tool in Plan maintenance. It is essential to keep the document current.

Practical ways for keeping the General Plan on track are:

Map Revisions

Periodic revisions to the Land Use Plan map should be made to record: approved Major or Minor General Plan Amendments; annexation areas; special planning or target areas; and, where appropriate, cumulative, street pattern extensions or closures, and additions or alterations to open space/pathways.

Preferably, maps would be updated on an annual basis, soon after the annual General Plan Amendment hearing. Retaining outdated maps can provide a valuable “time lapse” tool for observing the progress and transition (e.g., land use, housing, transportation) of implementation activities.

Text Revisions

Amendments to the narrative portions of the City’s General Plan should be inserted regularly into users’ copies of the Plan. It is not necessary to republish the document frequently. “Change pages”, marked as current updates, may be prepared to replace older versions of sections that have been officially revised.

The City Clerk is charged with recording changes authorized by General Plan Amendments. Text revisions, as well as legal descriptions of properties involved in map amendments, should be conveyed to the City for accurate insertion in regularly updated Plan documents.

Record Keeping

Annual reports on Planning and Zoning Commission, Board of Adjustment and other advisory bodies' activities are helpful in reflecting the City’s development trends. Data on construction activities (e.g., permit valuations, housing starts, commercial square footage) are key to measuring the extent of community growth.

Plan Assessment. The Planning and Zoning Commission (with staff support outlined, above, under Plan Oversight) shall evaluate General Plan successes and/or shortfalls. Throughout the year, progress reviews may be conducted as discussion or decision items on the Commission's regular meeting agendas.

Annual Report

During the first quarter of each calendar year, the Planning and Zoning Commission is expected to issue a concise report on General Plan progress. The General Plan Progress Report, after presentation to and approval by the City Council, will be made available to the public.

A record of recent accomplishments, including development activity and major municipal improvements, should be summarized. An overview of progress on Plan Recommendations, together with a statement of activities anticipated for the upcoming year, should be included. The report may also provide information on building permits, code enforcement and disposition of applications to boards, commissions and Council.

Data regarding acreages and/or dwelling units rezoned or developed over the past year, according to use type, would be particularly relevant.

As part of the on-going public participation program, the City will distribute the Annual Report to statutory reviewing agencies, jurisdictions, civic organizations, stakeholders and other interested persons.

Changes of Conditions

Unforeseen circumstances, such as a major development proposal or a significant economic change, should be entered into the progress measurement equation. Critical needs — infrastructure extensions or repairs, responses to flooding or other natural occurrences — would require reallocation of planning and funding priorities.

When “brushfire” requirements alter the City’s use of resources toward General Plan implementation, the diversion of effort should be noted in ratings and reports of progress. Flexibility is a key concept in Plan implementation. When opportunities present themselves, the City will be prepared to take advantage of them. Mid-year briefing reports from staff or citizen groups could indicate possibilities for tourism attraction or economic development that might be enhanced by additional, special implementation initiatives. With City Council approval, any such prospect may merit a change of direction of planning efforts to benefit from previously unforeseen options.

C. Land Use Decision Criteria

General Plan implementation is an incremental process that includes all plans and improvements to property in the City. Each property, when it is built upon, redeveloped, or revitalized, can make a positive contribution to achieving Maricopa’s planning goals. By observing simple principles in new construction projects, property owners will be assured that their homes or businesses meet community standards -- and that other land uses in the neighborhood are, likewise, encouraged to maintain higher levels of quality.

Criteria for assessing various types of development may be applied as guides to decision-making by the City Council, its advisory boards and commissions (especially the Planning and Zoning Commission) and City staff. These guidelines may be incorporated, as appropriate, into municipal codes or may be added to or refined in practice without requiring a major General Plan Amendment.

Residential Criteria

Quality, affordability and variety represent desirable objectives for the City's housing stock. Guidelines are to be adapted in economically feasible ways, to apply to redevelopment projects.

Street access – should be provided to an appropriately surfaced dedicated public roadway or accepted private street for each dwelling unit, with paved areas for parking and maneuvering. Developments containing forty or more dwellings should have a minimum of two points of emergency ingress-egress.

Pedestrian connections – should include sidewalks in all but low-density neighborhoods. For most new, planned residential areas, multi-purpose pathways, improved to acceptable standards and designed to link with the community pathway system for pedestrian connection to schools, parks, shopping or other activities are preferred.

Useable open space – subdivisions or complexes planned for forty or more dwellings should consider allocating recreational space (which may include pathway linkages) in proportions similar to those found in planned residential developments. For projects over 40 acres, 20% open space is the community standard.

Water consumption – should reflect environmental sensitivity and a conservation mentality. High water-use for ornamental, development features should be discouraged. Use of reclaimed water for irrigation should be integral.

Appearance themes – where tract development occurs, residential designs should reflect variety in house plans and elevations with ample use of native landscaping.

Commercial Criteria

Retail, service and office establishments are highly visible. They also attract traffic. Appearance and safety considerations may be combined with creative site planning:

Gateway properties on John Wayne Parkway – reflect on Maricopa’s image, should contribute to the western, small town themes through landscaping, signage and architectural character.

Street access – provides direct ingress/egress from a public arterial or collector roadway. Properties five acres or greater in area should have two or more access driveways.

Parking and maneuvering – retail, food service and other hospitality industry uses, especially, should design street-side or up-front buildings, to separate entry points from parking areas; adequate amount of off-street parking to be provided.

Pedestrian connections – are encouraged to link with community path or sidewalk systems. Centers including multiple or larger establishments should design walkways between stores/designated pedestrian ways in parking lots to separate customers on foot from vehicular traffic.

Screening and landscaping – landscape materials may be planted at the upper edges of drainage swales for appearance purposes, with more dense vegetation or block walls along rear and side property lines that abut residential areas to screen portions of the property containing outdoor storage, loading or parking areas.

Signage – Signs should be well designed as part of the overall site décor and should be no larger than necessary to convey their message or advertisement. Signs must be within compliance of all applicable code provisions. Business signs may be placed near entry driveways in landscaped setback areas. When used, monument signs should be six feet or less in height.

Industrial/Employment Criteria

Industrial and heavy commercial sites should be designed to accommodate business purposes and employee convenience; but, also, to facilitate possible future expansion. Different appearance criteria could apply and would depend upon location: highway frontage, business park and, especially, adjacent to residential zoning.

Site planning – required on all projects, with general siting concepts shown for future construction phases.

Street access – may be by privately maintained roadway or driveway directly served by public arterial or collector street frontage. Special paving considerations may be required for operations involving heavy vehicles.

Parking and maneuvering – dust-proofing and surfacing should be provided as appropriate to the industrial use and its surrounding area; designated parking, loading, storage and maneuvering areas should meet all zoning requirements with additional improvements if necessary for the number and types of vehicles required by the proposed use and its employees.

Water consumption – should relate positively with the contribution made by the industrial use to the local economy. High water-use processes should be encouraged to employ effective water recycling techniques.

Employee amenities – protecting health and safety of workers are regarded as necessary; facilities for work breaks or after-shift recreation are desirable.

Public or Institutional Use Criteria

City of Maricopa projects should lead by example. Municipal uses, schools, churches, government agency or civic organization properties may be exempt from some code requirements; however, they should attempt to follow these criteria. The future municipal complex is an opportunity to demonstrate an excellent example of site design, landscaping and pedestrian access.

Site planning – to present an orderly, attractive appearance; architectural and landscaping excellence are encouraged.

Street access – should be appropriate to the function and scale of the public or quasi-public use. High traffic generators should be expected to observe commercial location standards.

Parking, Drop-offs and maneuvering – areas may be designed to facilitate periods of peak use at the facility, including the designation of temporary vehicular use areas and/or joint use with nearby properties for special events.

Recreational amenities – should be considered, particularly pathway connections. Useable open spaces should be scaled to the property: playground or tot lot, picnic ramadas, court games.

Mixed Use Development Criteria

Plans for developments that include non-residential uses should observe the criteria for each type of use -- as well as taking the opportunity to design features that further enhance safety, marketability, convenience and distinctive project appearance.

Street access – entry monumentation is recommended for development identification. A sign theme package is desirable.

Pedestrian connections – should include linkages to the pathway system especially from the development's residential areas to its open space, shopping, employment components and to nearby schools or churches.

Useable open space – adequate area to serve recreation and leisure needs of employment, shopping and institutional uses.

Master Planned Communities Development Criteria

Plans for larger developments that include non-residential uses should observe the criteria for each type of use -- as well as taking the opportunity to design features that further enhance safety, marketability, convenience and distinctive project appearance.

Street access – entry monumentation is recommended for development identification and for each separate residential neighborhood. A sign theme package is desirable. Portions of the development containing 60 or more dwelling units should add a third point of principal access, with additional ingress/egress for each additional 100 units.

Pedestrian connections – should include linkages to the pathway system especially from the development's residential areas to its open space, shopping, employment components and to nearby schools or churches.

Useable open space – adequate area to serve recreation and leisure needs of employment, shopping and institutional uses. There should be a centrally-located, joint-use park (or pathway access leading to the park) within 600 feet of each home or business and a minimum of 10.1 acres of open space per 1,000 new residents.

Streetscape themes – may be used to identify individual neighborhoods and non-residential areas with varied landscaping, lighting or street furniture.

Glossary of Terms

Land Use

Agriculture

Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land.

Air Pollution

Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Annex

To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Archaeological

Relating to the material remains of past human life, culture or activities.

Buildout

Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.

Commercial

A land use classification that permits facilities for the buying and selling of commodities and services.

Compatible

Capable of existing together without conflict or ill effects.

Conservation

The management of natural resources to prevent waste, destruction or neglect.

Density, Residential

The number of permanent residential dwelling units per acre of land. Densities specified in a general plan are expressed in units per gross developable acre.

Development

The physical extension and/or construction of urban land uses. Development activities include, but are limited to: subdivision of land; construction or alteration of structures, roads, utilities and other facilities; installation of water and wastewater systems; grading; deposit of refuse, debris or fill materials; and clearing of natural vegetative cover.

Floor Area Ratio (FAR)

The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net square feet of land area, a Floor Area Ratio (FAR) of 1.0 will allow a maximum of 10,000 gross square feet of building floor area to be built. On the same site, a FAR of 1.5 would allow 15,000 square feet of floor area; a FAR of 2.0 would allow

20,000 square feet; and a FAR of 0.5 would allow only 5,000 square feet. Also commonly used in zoning, FARs typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

General Plan

A compendium of City policies regarding its long-term development in the form of maps and text. The General Plan is a legal document required by each municipality and county local agency by the State of Arizona adopted by the City Council. In Florence, the General Plan has seven mandatory elements (Land Use, Circulation, Open Space, Environmental Planning, Cost of Development, Water Resources, and Growth Areas.)

Industrial

The manufacture, production and processing of consumer goods. Industrial is often divided into “heavy industrial” uses such as construction yards, quarrying, and factories and “light industrial” uses such as research and development and less intensive warehousing and manufacturing.

Land Use

The occupation or utilization of land area for any human activity or any purpose defined in the General Plan.

Land Use Classification

A system for classifying and designating the appropriate use of properties.

Mixed Use

Properties on which various uses, such as office, commercial, institutional and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A “single site” may include contiguous properties.

Planning Area

The planning area is the area of influence of the City and the area addressed by the General Plan.

Policy

A specific statement of principle or of guiding actions that implies clear commitment but is not mandatory. A general direction the City sets to follow in order to meet its goals and objectives before undertaking an action program.

Redevelop

To demolish existing buildings or to increase the overall floor area existing on a property or both, irrespective of whether a change occurs in land use.

Regional

Pertaining to activities or economics at a scale greater than that of a single jurisdiction and affecting a broad geographic area.

Residential

Land designated in the general plan and zoning ordinance for buildings consisting only of dwelling units. May be improved, vacant, or unimproved.

Residential, Multiple Family

Usually three or more dwelling units on a single site that may be in the same or separate buildings.

Residential, Single-family

A single dwelling unit on a building site.

Riparian Lands

Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near fresh water.

Septic System

A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available.

Undevelopable

Specific areas where topographic, geologic, and/or soil conditions indicate a significant danger to future occupants and a liability to a City are designated as “undevelopable”. These areas generally include floodplain areas and excessive slope areas.

Use

The purpose for which a lot or structure is or may be leased, occupied maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City zoning ordinance and General Plan land use designations.

Vacant

Lands or buildings that are not actively used for any purpose.

Wetlands

Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a “unified” methodology now used by all federal agencies, wetlands are defined as “those areas meeting certain criteria for hydrology, vegetation, and soils.”

Zoning

The division of the City and County by legislative regulations into areas or zones which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the general plan.

Zoning District

A designated section of the City or County for which prescribed land use requirements and building and development standards are uniform.

POPULATION

Family

A group of two or more related persons residing together. A person maintaining a household alone, or with unrelated persons only, is regarded as a household, but not as a family.

Household

The person(s) living is a single housing unit. Household is generally synonymous with “occupied housing unit.”

Median

The midpoint in a series of numbers where half the numbers are greater and half the numbers are less.

ECONOMIC DEVELOPMENT

Absorption

The amount of business, industrial, or residential units that will be necessary to accommodate future growth in a region.

Base (or Basic) Economy

Those sectors that bring money into the local region. In other words, a sector that exports out of the City. A sector that has a higher percentage of a region’s total employment than that percentage statewide.

Capture

Amount of retail sales and/or services a region provides to people living outside the region.

Leakage

Amount of retail sales and/or services sold to residents of a region from businesses outside the region.

Manufacturing

The mechanical or chemical transformation of substances or materials into new products.

Non-Base (or Basic) Economy

Service and retailing aimed at meeting the needs of the local residents and businesses. Some goods and services produced by the non-base economy consumed by residents is imported from outside the region.

Retail Trade

All establishments primarily engaged in selling merchandise for personal or household consumption and rendering services incidental to the sale of goods.

Service Sector

Those establishments primarily engaged in rendering a wide variety of services to individuals, business and government establishments, and other organizations.

Bonds

A certificate of debt issued by an entity, guaranteeing payment of the original investment, plus interest, by a specified future date.

Community Development Block Grant (CDBG)

Established to account for financing the rehabilitation of homes and government structures. Financing is provided by Federal Housing and Urban Development (HUD).

Expenditures

Current operating expenses which require the current or future use of net current assets, debt service, and capital outlays. The actual payment for goods and services.

Expenses

The total cost of operations during a period of time.

Fiscal Year

The City defines the fiscal year as the 12-month period from July 1 to June 30 inclusive. The annual operating budget applies to this 12-month period. At the end of the fiscal year, the City determines its financial position and the results of its operations.

Fund

A fiscal and accounting entity with a self-balancing set of accounts, which are segregated for the purpose of carrying on specific activities or attaining certain objectives in accordance with special regulations, restrictions, or limitations.

Fund Balance

Difference between the assets (revenues and other resources) and liabilities (expenditures incurred or committed) of a particular fund.

General Fund

The fund used to account for all financial resources except those required to be accounted for in another fund. The primary source of monies comes from local property, and sales taxes that are used to pay for general City services.

CIRCULATION

ADOT

Arizona Department of Transportation.

Bikeways

A term that encompasses bicycle lanes, bicycle paths, and bicycle routes. Bikeways are divided into three basic categories based on the degree to which they separate bicycles from other travel modes: Class I bikeways (bike “paths”) – characterized by completely separate cyclists from motorists; Class

II bikeways (bike “lanes”) – delineated by signs and striping along street shoulders; and Class III bikeways (bike “routes”) – indicated only by posted signs on existing streets.

Capital Improvement Program (CIP)

A program, administered by the City and reviewed by the Planning and Zoning Commission and City Council, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance and consistency with the general plan.

Level of Service (LOS)

A standard to measure the quality of traffic flow. LOS grades range from “A” to “F” with “A” the best and “F” the worst. The level of service of a roadway segment is determined by comparing the traffic volume to the estimated capacity of the roadway. The higher the ratio of volume to capacity, the poorer the level of service.

Peak Hour/Peak Period

For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where “F” Levels of Service are encountered, the “peak hour” may stretch into a “peak period” of several hours duration.

Traffic Model

A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses (See “Trip.”)

Transit

The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Trip

A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one “production end” (or origin –often from home, but not always) and one “attraction end” (destination).

Trip Generation

The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generation of households are correlated with destinations that attract household members for specific purposes.

Vehicle Miles Traveled (VMT)

A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

Volume-to-Capacity Ratio

A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as “v/c.” At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a “peak period.”

Zone (Traffic Analysis Zone or TAZ)

In a mathematical traffic model, the area to be studied is divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

Detention/Retention Basin

Dams may be classified according to the broad function they serve, such as storage, diversion or detention. Detention dams are constructed to retard flood runoff and minimize the effect of sudden floods. Detention dams fall into two main types. In one type, the water is temporarily stored, and released through an outlet structure at a rate which will not exceed the carrying capacity of the channel downstream. Often, the basins are landscaped with turf and used for open space or recreation in periods of dry weather. The other type, most often called a **Retention Basin**, allows for water to be held as long as possible and may or may not allow for the controlled release of water. In some cases, the water is allowed to seep into the permeable banks or gravel strata in the foundation. This latter type is sometimes called a **Water-Spreading Dam** or **Dike** because its main purpose is to recharge the underground water supply. Detention dams are also constructed to trap sediment. These are often called **Debris Dams**.

Recycle

The process of extraction and reuse of materials from waste products.

Retention Basin

(See “Detention Basin/Detention Pond.”)

Sanitary Landfill

The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth and other containment material.

Solid Waste

Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes and wood, but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Storm Water Runoff

Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water.

Dedication

The turning over by an owner or developer of private land for public use, and the acceptance of land for such by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites or other public uses often are made conditions for approval of a development by a city or county.

Dedication, In-lieu of

Cash payments that may be required by an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in-lieu fees or contributions.

Historic; Historical

An historic building or site is one that is noteworthy for its significance in local, state or national history or culture, its architecture or design, or its work of art, memorabilia or artifacts.

Historic Preservation

The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

In-Lieu Fee

(See “Dedication, In- lieu of.”)

National Register of Historic Places

The official list established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation’s history or whose artistic or architectural value is unique.

Recreation, Active

A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children’s play equipment.

Recreation, Passive

A type of recreation or activity that does not require the use of organized play areas.